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2011 年跨界旅運統計調查
Cross-boundary Travel Survey 2011

2011 年跨界旅運統計調查 Cross-boundary Travel Survey 2011

隨着中國內地及澳門與香港的社會經濟連繫更趨緊密，跨界旅運量在過去年間持續增長。

爲此，規劃署自 1999 年起開展一系列定期性的跨界旅運統計調查，以搜集有關跨界旅運及旅客特徵的統計資料。在 2011 年 10 月至 11 月期間進行的「2011 年跨界旅運統計調查」是這系列的第七次調查。

本文概述這項統計調查的主要結果。

The socio-economic ties between Hong Kong, the mainland of China and Macao are growing stronger, leading to tremendous growth in cross-boundary travel over the years.

The Planning Department has been conducting a programme of cross-boundary travel surveys since 1999 to collect statistical information about the characteristics of cross-boundary trips and trip makers on a regular basis. The Cross-boundary Travel Survey 2011, conducted during October to November 2011, is the seventh of such surveys.

This article briefly describes the major findings of the survey.

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2011 年跨界旅運統計調查

Cross-boundary Travel Survey 2011

1. 引言

1.1 「2011 年跨界旅運統計調查」搜集有關跨界行程模式及旅客社會經濟特徵的統計資料。該統計調查為各政策局／部門及其他持份者提供參考數據以便了解跨界旅運的情況，這對政府的跨界交通基建發展、社區及與旅遊設施相關的規劃工作，至為重要。

1.2 「2011 年跨界旅運統計調查」在 2011 年 10 月 28 日至 11 月 10 日於本港 11 個出入境管制站¹ 進行，共有 55 700 名旅客和 16 200 名司機接受訪問。

1.3 是項統計調查的詳細結果已於 2012 年 10 月透過《北往南來 2011》報告書發布。本文概述這項統計調查的主要結果，並在適當情況下把這些結果與以往曾進行的跨界旅運統計調查² 的結果作比較。文中所列出的按年數字皆指在兩星期統計調查期間的數字，而非全年的數字。

2. 概念和定義

2.1 跨界旅客行程是定義為一名以旅客為身分的人士往來香港及中國內地（簡稱「內地」）或往來香港及澳門的任何一個單向行程。來回行程中的出發行程及回程會被計算為分別兩次行程。

1 11 個出入境管制站包括羅湖管制站、紅磡管制站、落馬洲支線管制站、文錦渡管制站、落馬洲管制站、沙頭角管制站、深圳灣管制站、中國客運碼頭、港澳客運碼頭、屯門客運碼頭及香港國際機場。

2 過往 6 次跨界旅運統計調查分別於 1999 年 10 月至 11 月、2001 年 11 月、2003 年 11 月、2006 年 11 月至 12 月、2007 年 11 至 12 月及 2009 年 11 月進行。

1. Introduction

1.1 The Cross-boundary Travel Survey 2011 (2011 Survey) collected statistical information about the patterns of cross-boundary trips as well as the socio-economic profiles of the trip makers. It provides reference data for bureaux/departments and other stakeholders to better understand cross-boundary travel activities, which is crucial to planning work relating to cross-boundary transport infrastructure, community and tourism-related facilities.

1.2 The 2011 Survey was conducted at 11 immigration control points¹ from 28 October to 10 November 2011. A total of 55 700 passengers and 16 200 drivers were interviewed.

1.3 Detailed findings of the survey have already been released in the report entitled *Northbound Southbound 2011* published in October 2012. This article briefly describes the major findings of the survey. Comparison with the findings of previous round of surveys² is also presented where applicable. The figures presented in this article for a particular year refer to the two-week survey period but not to the whole year.

2. Concepts and definitions

2.1 A cross-boundary passenger trip is a one-way movement of a person as passenger between Hong Kong and the mainland of China (the Mainland) or between Hong Kong and Macao in either direction. The arrival to Hong Kong and departure from Hong Kong of a round trip are counted as two separate trips.

1 The 11 immigration control points include Lo Wu Control Point, Hung Hom Control Point, Lok Ma Chau Spur Line Control Point, Man Kam To Control Point, Lok Ma Chau Control Point, Sha Tau Kok Control Point, Shenzhen Bay Control Point, China Ferry Terminal, Hong Kong-Macau Ferry Terminal, Tuen Mun Ferry Terminal and Hong Kong International Airport.

2 The previous 6 rounds were conducted in October to November 1999, November 2001, November 2003, November to December 2006, November to December 2007 and November 2009.

2.2 跨界車輛行程是定義為一車輛由本港前往內地或由內地前往香港的單向行程，其中包括私家車、穿梭巴士、過境巴士、貨櫃車及其他類型貨車。

2.2 A cross-boundary vehicle trip is a one-way movement of a vehicle, including private cars, shuttle buses and coaches, container trucks and other types of goods vehicles, between Hong Kong and the Mainland in either direction.

3. 跨界旅客行程

3. Cross-boundary passenger trips

3.1 隨着內地及澳門與香港的社會經濟連繫更趨緊密，跨界旅運量在過去年間持續增長。在 2011 年進行跨界旅運統計調查的兩星期間，平均每日有 616 500 人次的跨界行程，約為 2001 年平均每日 357 400 人次的 1.7 倍。（表 1）

3.1 The socio-economic ties between Hong Kong, the Mainland and Macao are growing stronger, leading to tremendous growth in cross-boundary travel over the years. The average daily number of 616 500 cross-boundary passenger trips in 2011 as recorded in the two-week survey period, was about 1.7 times that of 357 400 in 2001. (Table 1)

3.2 在 2011 年所有跨界旅客行程中，91.2% 為往來香港及內地的旅客行程，其餘的 8.8% 為往來香港及澳門的旅客行程。前者於 2011 年平均每日有 562 400 人次，比 2009 年上升 11.4%，而後者的相應的數字為 54 100 人次及 16.0%。（表 1）

3.2 Of all the cross-boundary passenger trips in 2011, 91.2% were passenger trips between Hong Kong and the Mainland and the remaining 8.8% were between Hong Kong and Macao. An average daily cross-boundary passenger trips of 562 400 was recorded in 2011 for the former, representing an increase of 11.4% over 2009. The corresponding figures for the latter were 54 100 and 16.0%. (Table 1)

表 1 按起訖點劃分的平均每日跨界旅客人次
Table 1 Average daily cross-boundary passenger trips by trip ends

起訖點 Trip ends	1999	2001	2003	2006	2007	2009	2011
	統計調查 Survey	統計調查 Survey	統計調查 Survey	統計調查 Survey	統計調查 Survey	統計調查 Survey	統計調查 Survey
往來香港及中國內地 Between Hong Kong and the mainland of China	284 600 (93.5%)	333 200 (93.2%)	382 800 (93.8%)	448 100 (92.3%)	490 900 (90.9%)	504 600 (91.5%)	562 400 (91.2%)
往來香港及澳門 Between Hong Kong and Macao	19 600 (6.5%)	24 200 (6.8%)	25 400 (6.2%)	37 400 (7.7%)	49 100 (9.1%)	46 600 (8.5%)	54 100 (8.8%)
總計 Total	304 300 (100.0%)	357 400 (100.0%)	408 200 (100.0%)	485 500 (100.0%)	539 900 (100.0%)	551 300 (100.0%)	616 500 (100.0%)

註釋：括號內的數字是指佔所有跨界旅客人次的百分比。

數目進位至最接近的百位數。

Notes: Figures in brackets refer to the percentage share of all cross-boundary passenger trips.

Numbers are rounded to the nearest hundred.

4. 往來香港及內地的旅客行程

4.1 在分析時，我們可按常居地將往返香港及內地的旅客區分為下列四個類別：

- (i) 居於香港人士 – 所有在訪問時報稱香港為常居地的人士；
- (ii) 居於內地的香港居民³ – 所有在訪問時報稱內地為常居地，但具有香港永久性或非永久性居民身份的人士；
- (iii) 來自內地的旅客 – 除香港居民外，所有在內地經常居住的人士。此類人士主要為內地居民，但亦包括少數現時在內地居住而來自內地及香港以外的人士；及
- (iv) 居於其他地方人士 – 所有經常在內地及香港以外居住的人士。當中包括少數在這些地方居住的香港或內地居民。

4.2 雖然往返香港及內地的旅客行程中仍以居於香港人士為主，但其所佔的比例則由 2009 年的 67.9% 下降至 2011 年的 60.8%。值得注意的是，這些行程的實際數目在 2009 年及 2011 年維持平穩於平均每日 342 000 至 343 000 人次。（表 2）

4.3 居於內地的香港居民的行程的比例由 2009 年的 10.5% 上升至 2011 年的 12.6%，實際數目亦由 2009 年的平均每日 53 000 人次上升至 2011 年的平均每日 70 800 人次。（表 2）

3 「香港居民」是指具有香港永久性或非永久性居民身份的人士，而不論他們現時的常居地。

4. Passenger trips between Hong Kong and the Mainland

4.1 Four different groups of passengers between Hong Kong and the Mainland on the basis of their usual places of residence were distinguished for analytical purposes, namely :

- (i) People Living in Hong Kong – all people who reported “Hong Kong” as their usual place of residence during the enumeration;
- (ii) Hong Kong Residents³ Living in the Mainland – all Hong Kong Permanent and Non-Permanent Residents who reported “the Mainland” as their usual place of residence during the enumeration;
- (iii) Visitors from the Mainland – all people who were usually living in the Mainland, except those who were Hong Kong Residents. This group comprised mainly Mainland Residents but also included a small number of people whose places of origin were outside the Mainland or Hong Kong but who were usually living in the Mainland; and
- (iv) People Living in Other Places – all people who were usually living in places outside the Mainland and Hong Kong. A small number of Hong Kong Residents as well as Mainland Residents usually living in such places are included.

4.2 Although trips made by People Living in Hong Kong still make up the majority of the passenger trips between Hong Kong and the Mainland, their share declined from 67.9% in 2009 to 60.8% in 2011. It should, however, be noted that in absolute terms the average daily number of trips they made remained stable at around 342 000 to 343 000 in 2009 and 2011. (Table 2)

4.3 The share of trips by Hong Kong Residents Living in the Mainland increased from 10.5% in 2009 to 12.6% in 2011, and in absolute terms they increased from an average of 53 000 per day in 2009 to 70 800 per day in 2011. (Table 2)

3 “Hong Kong Residents” refer to persons who have the status of Hong Kong Permanent Residents or Hong Kong Non-Permanent Residents, regardless of their current usual place of residence.

4.4 隨內地與香港之間的經濟和社區連繫不斷發展，以及「個人遊」計劃⁴的擴張，來自內地的旅客的行程由 2003 年平均每日 39 200 人次增加超過兩倍，至 2011 年的 136 600 人次。這類人士的行程所佔的比例亦由 2003 年的 10.2% 增加至 2011 年的 24.3%。
(表 2)

4.4 Following the continual development of economic and community connections between the Mainland and Hong Kong and the expansion of the Individual Visit Scheme⁴ (IVS), the number of passenger trips made by Visitors from the Mainland increased more than double between 2003 and 2011, from an average daily of 39 200 to 136 600. Their shares also rose from 10.2% in 2003 to 24.3% in 2011. (Table 2)

表 2 按旅客類型劃分的平均每日往來香港及中國內地的旅客人次
Table 2 Average daily passenger trips between Hong Kong and the mainland of China by passenger type

旅客類型 Passenger type	人次 No. of trips						
	1999 統計調查 Survey	2001 統計調查 Survey	2003 統計調查 Survey	2006 統計調查 Survey	2007 統計調查 Survey	2009 統計調查 Survey	2011 統計調查 Survey
居於香港人士 People Living in Hong Kong	239 900 (84.3%)	275 400 (82.7%)	299 400 (78.2%)	329 300 (73.5%)	349 300 (71.2%)	342 600 (67.9%)	341 800 (60.8%)
居於中國內地(簡稱「內地」)的香港居民 Hong Kong Residents Living in the mainland of China (the Mainland)	18 900 (6.6%)	33 100 (9.9%)	36 200 (9.5%)	38 400 (8.6%)	49 500 (10.1%)	53 000 (10.5%)	70 800 (12.6%)
來自內地的旅客 Visitors from the Mainland	14 100 (5.0%)	17 600 (5.3%)	39 200 (10.2%)	65 200 (14.6%)	76 800 (15.6%)	94 400 (18.7%)	136 600 (24.3%)
居於其他地方人士 People Living in Other Places	11 700 (4.1%)	7 100 (2.1%)	8 100 (2.1%)	15 100 (3.4%)	15 200 (3.1%)	14 600 (2.9%)	13 200 (2.3%)
總計 Total	284 600 (100.0%)	333 200 (100.0%)	382 800 (100.0%)	448 100 (100.0%)	490 900 (100.0%)	504 600 (100.0%)	562 400 (100.0%)

註釋：括號內的數字是指佔所有往來香港及內地的旅客人次的百分比。
數目進位至最接近的百位數。

Notes: Figures in brackets refer to the percentage share of all passenger trips between Hong Kong and the Mainland.
Numbers are rounded to the nearest hundred.

4 「個人遊」計劃自 2003 年 7 月 28 日起首先在四個廣東省城市（東莞、中山、江門及佛山）推行。透過「個人遊」計劃，內地居民可以個人身份訪港。從前，所有內地居民只能夠以商務身份或參加旅行團到香港旅遊。計劃不斷擴展，現時已在內地 49 個城市實施，並由 2009 年 4 月開始於深圳實施 1 年內多次往返香港的旅遊簽注措施（即「一簽多行」的「個人遊」）。這個計劃之下，在涵蓋城市符合資格的內地居民，均可向有關內地當局申請個人遊簽注。簽注有效期 3 個月或 1 年，有效次數為一次、兩次或多次（只適用於深圳戶籍居民）。持證者每次來港時的逗留時間不可超過 7 天。

4 Individual Visit Scheme (IVS) was first introduced in four Guangdong cities (Dongguan, Zhongshan, Jiangmen and Foshan) on 28 July 2003. The Scheme allows residents of these cities to visit Hong Kong in individual capacity. Prior to the Scheme, Mainland Residents usually could only travel to Hong Kong on business visas or in group tours. The coverage of the Scheme has expanded in the past years. The Scheme is now implemented in 49 Mainland cities, and from April 2009 onwards, a measure of one-year multiple-entry IVS endorsement to Hong Kong is implemented in Shenzhen. Under the Scheme, eligible Mainland Residents in cities covered by the Scheme can apply for the relevant exit endorsement from the relevant Mainland authorities. The endorsement is valid for 3 months or 1 year and good for one, two visits or multiple visits (only applicable to Shenzhen residents with permanent household registration). The endorsement holder can stay in Hong Kong for not more than 7 days on each visit.

居於香港人士的行程

4.5 居於香港人士往返內地的行程當中，最常見的行程目的是消閒、探望親友及公幹。在 2011 年的行程數目中，消閒行程佔 49.0%、探望親友行程佔 22.3%及公幹行程佔 16.3%。（表 3）

4.6 居於香港人士的行程中，約有 95%的行程是到訪珠江三角洲地區，其中最普遍的目的地是深圳。於 2011 年，居港人士往返香港及內地的行程中，77.1%（即平均每日 263 500 人次）是往返深圳的行程。（表 3）

4.7 於 2011 年，50.6%（即平均每日 172 800 人次）的居於香港人士往返香港及內地的行程是不過夜行程。逗留一至兩晚及三晚或以上的行程分別佔這類人士的行程的 36.6%及 11.2%。（表 3）

Trips made by People Living in Hong Kong

4.5 The most common purposes of People Living in Hong Kong for visiting the Mainland were leisure; visiting relatives and friends; and business. Of the trips they made in 2011, 49.0% were for leisure, 22.3% for visiting relatives and friends, and 16.3% for business. (Table 3)

4.6 About 95% of the trips made by People Living in Hong Kong were for visiting places within the Pearl River Delta region. Within the region, Shenzhen remained their most popular place of visit. In 2011, 77.1% of the trips made between Hong Kong and the Mainland (or an average daily of 263 500 trips) were to or from Shenzhen. (Table 3)

4.7 50.6% of trips between Hong Kong and the Mainland (or an average daily of 172 800 trips) made by People Living in Hong Kong in 2011 were same-day trips. The proportion of trips lasted for one to two nights and three nights or more in 2011 were 36.6% and 11.2% respectively. (Table 3)

表 3 2011 年統計調查居於香港人士往返香港及中國內地的旅客行程的統計數字摘要
Table 3 Summary statistics of passenger trips between Hong Kong and the mainland of China made by People Living in Hong Kong, 2011 Survey

	居於香港人士 People Living in Hong Kong
平均每日人次 Average daily trips	341 800
按往中國內地（簡稱「內地」）行程目的劃分的旅客人次分布（百分比） Distribution of passenger trips by trip purpose to the mainland of China (the Mainland) (Percentage)	
消閒 Leisure	49.0%
探望親友 Visiting relatives and friends	22.3%
公幹 Business	16.3%
上班 Work	6.3%
其他目的 Other purposes	6.1%
按在內地的起訖點劃分的旅客人次分布（百分比） Distribution of passenger trips by trip ends in the Mainland (Percentage)	
珠江三角洲 Pearl River Delta	94.3%
深圳 Shenzhen	77.1%
東莞 Dongguan	5.7%
廣州 Guangzhou	5.7%
廣東省其他地方 Other places in Guangdong Province	1.3%
內地其他地方 Other places in the Mainland	4.3%
按在內地逗留時間劃分的旅客人次分布（百分比） Distribution of passenger trips by duration of stay in the Mainland (Percentage)	
不過夜 Same-day	50.6%
一至兩晚 One to two night(s)	36.6%
三至六晚 Three to six nights	8.7%
多於六晚 More than six nights	2.5%
未決定 Not decided yet	1.6%

註釋： 數目進位至最接近的百位數。

Note: Numbers are rounded to the nearest hundred.

來自內地的旅客的行程

4.8 在 2011 年，平均每日有 94 000「個人遊」旅客，較 2009 年的 57 800 顯著上升，升幅為 62.7%。這是由於使用一般「個人遊」的旅客和使用「一簽多行」「個人遊」的旅客均有所增加所致。使用一般「個人遊」的旅客行程由 2009 年平均每日的 40 900 人次上升 42.8%至 2011 年的 58 400 人次，原因之一可能與自 2009 年 12 月 15 日起「個人遊」計劃擴展至常住深圳的非廣東戶籍居民有關。此外，使用自 2009 年 4 月起向合資格深圳居民推出的「一簽多行」的「個人遊」旅客行程數目由 2009 年的平均每日 16 900 人次倍增至 2011 年的 35 700 人次。（圖 1）

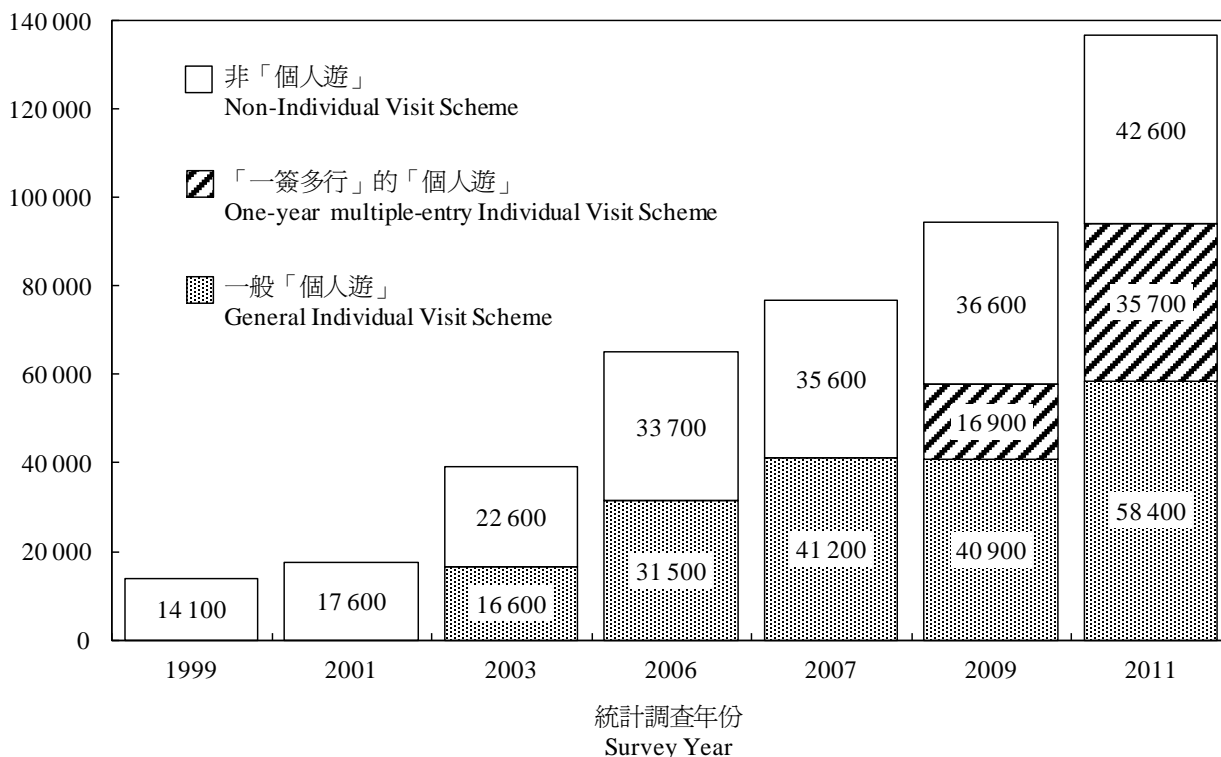
Trips made by Visitors from the Mainland

4.8 There were on average 94 000 IVS visitors per day in 2011, representing a notable increase of 62.7% over that of 57 800 in 2009. This was contributed by the marked increase in both the general IVS visitors and one-year multiple-entry IVS visitors. It was observed that the average daily number of trips made by general IVS visitors grew by 42.8% from 40 900 in 2009 to 58 400 in 2011. One of the factors leading to this might be the extension of IVS to cover non-Guangdong residents ordinarily residing in Shenzhen with effect from 15 December 2009. Besides, the average daily number of trips made by one-year multiple-entry IVS visitors, introduced starting from April 2009 to eligible Shenzhen residents, doubled from 16 900 in 2009 to 35 700 in 2011. (Chart 1)

圖 1 在統計調查期內來自中國內地的旅客往返香港及中國內地的平均每日旅客人次
Chart 1 Average daily passenger trips between Hong Kong and the mainland of China by Visitors from the mainland of China during the survey period

平均每日旅客人次

Average daily passenger trips



註釋： 數目進位至最接近的百位數。

Note: Numbers are rounded to the nearest hundred.

4.9 在 2011 年，不論來自內地的旅客是否使用「個人遊」計劃來港，這類人士的行程主要為消閒（佔一般「個人遊」旅客的 71.5%，「一簽多行」的「個人遊」的 72.0% 及非「個人遊」的 63.7%）及探望親友（佔一般「個人遊」旅客的 13.6%，「一簽多行」的「個人遊」的 15.4% 及非「個人遊」的 15.0%）。（表 4）

4.10 雖然來自內地的旅客來港主要為消閒，使用不同簽注類型的旅客在港逗留時間有明顯的差異。「一簽多行」的「個人遊」旅客傾向短途行程；其中，76.3% 是不過夜行程，16.7% 是逗留一晚至兩晚。另一方面，一般「個人遊」及非「個人遊」旅客的逗留時間則較長。這兩類旅客的逗留時間分布非常相似，不過夜、逗留一至兩晚及逗留兩晚或以上的行程同樣各佔大約三分之一。（表 4）

4.9 In 2011, trips made by Visitors from the Mainland, irrespective of whether or not under the IVS, were predominantly for leisure purpose (71.5% for general IVS visitors, 72.0% for one-year multiple-entry IVS visitors and 63.7% for non-IVS visitors) or for visiting relatives and friends (13.6% for general IVS visitors, 15.4% for one-year multiple-entry IVS visitors and 15.0% for non-IVS visitors). (Table 4)

4.10 While coming to Hong Kong for leisure was the main purpose among Visitors from the Mainland, there was an apparent difference in the duration of stay in Hong Kong among visitors coming under different types of endorsement. One-year multiple-entry IVS visitors tended to make short trips, with 76.3% being same-day trips and 16.7% lasted for one to two nights. On the other hand, the duration of trips made by general IVS visitors and non-IVS visitors was longer. The distributions of trip duration of these two types of visitors were very similar, with approximately one-third each being same-day trips, one to two-night trips and over two-night trips. (Table 4)

表 4 2011 年統計調查來自中國內地的旅客往返香港及中國內地的旅客行程的統計數字摘要
Table 4 Summary statistics of passenger trips between Hong Kong and the mainland of China made by Visitors from the mainland of China, 2011 Survey

	一般「個人遊」 General Individual Visit Scheme	「一簽多行」 的「個人遊」 One-year multiple-entry Individual Visit Scheme	非「個人遊」 Non-Individual Visit Scheme	所有來自 中國內地（簡稱 「內地」） 的旅客 All Visitors from the mainland of China (the Mainland)
平均每日人次 Average daily trips	58 400 (42.7%)	35 700 (26.1%)	42 600 (31.2%)	136 600 (100.0%)
按往香港行程目的劃分的旅客人次分布（百分比） Distribution of passenger trips by trip purpose to Hong Kong (Percentage)				
消閒 Leisure	71.5%	72.0%	63.7%	69.2%
探望親友 Visiting relatives and friends	13.6%	15.4%	15.0%	14.5%
公幹 Business	11.4%	5.4%	13.1%	10.4%
其他目的 Other purposes	3.5%	7.2%	8.2%	5.9%
按在香港逗留時間劃分的旅客人次分布（百分比） Distribution of passenger trips by duration of stay in Hong Kong (Percentage)				
不過夜 Same-day	34.4%	76.3%	33.5%	45.1%
一至兩晚 One to two night(s)	40.1%	16.7%	38.4%	33.4%
多於兩晚 [^] More than two nights [^]	25.6%	7.1%	28.0%	21.5%

註釋： 括號內的數字是所有來自內地的旅客往返香港及內地的旅客人次的百分比。

數目進位至最接近的百位數。

[^] 包括「未決定」。

Notes: Figures in brackets refer to the percentage share of all passenger trips between Hong Kong and the Mainland made by Visitors from the Mainland.

Numbers are rounded to the nearest hundred.

[^] Including "Not yet decided".

5. 車輛行程

5.1 在 2011 年為期兩星期的統計調查期內，使用四個公路口岸⁵的平均每日跨界車輛車次為 44 300，較 2009 年的平均每日 42 800 車次上升 3.3%。（表 5）

5 四個公路口岸包括文錦渡管制站、落馬洲管制站、沙頭角管制站及深圳灣管制站。

5. Vehicle trips

5.1 During the two-week survey period in 2011, there was an average daily of 44 300 cross-boundary vehicle trips recorded at the four road crossings⁵, representing an increase of 3.3% as compared with 42 800 trips recorded in 2009. (Table 5)

5 The four road crossings include Man Kam To Control Point, Lok Ma Chau Control Point, Sha Tau Kok Control Point and Shenzhen Bay Control Point.

5.2 私家車行程數目迅速增長，由 2009 年的平均每日 16 700 車次，上升至 2011 年的 18 400 車次，升幅達 10.4%。另一方面，過境巴士行程則由平均每日 2 600 車次，下跌 4.0%至 2 500 車次。而經落馬洲管制站往來皇崗與新田的穿梭巴士行程則於 2011 年維持約平均每日 900 車次。（表 5）

5.3 貨車（貨櫃車除外）行程數目由 2009 年的平均每日 13 900 車次下跌至 2011 年的 12 900 車次。但貨櫃車行程數目卻錄得 8.7% 的升幅，由 2009 年的平均每日 8 800 車次上升至 2011 年的 9 500 車次。（表 5）

5.4 就佔有率而言，貨車（包括貨櫃車）行程佔全部車輛行程的比例由 2009 年的 52.9% 輕微下降至 2011 年的 50.7%。私家車的比例則由 38.9% 上升至 41.6%。穿梭巴士的比例維持於 2.0%，而過境巴士的比例則由 2009 年的 6.2% 微降至 2011 年的 5.7%。（表 5）

5.2 The number of private car trips grew rapidly from an average daily of 16 700 in 2009 to 18 400 in 2011, representing an increase of 10.4%. On the other hand, the coach trips dropped by 4.0% from 2 600 to 2 500 per day, whereas the shuttle bus trips between Huanggang and San Tin (via the Lok Ma Chau Control Point) stayed at about an average daily of 900 in 2011. (Table 5)

5.3 The number of goods vehicle trips other than container trucks decreased from an average daily of 13 900 in 2009 to 12 900 in 2011. Yet container truck trips recorded an increase of 8.7%, from an average daily of 8 800 in 2009 to 9 500 in 2011. (Table 5)

5.4 In terms of share among all vehicle trips, goods vehicle (including container trucks) trips fell slightly from 52.9% in 2009 to 50.7% in 2011. Private car trips, however, rose from 38.9% to 41.6%. Shuttle bus trips remained stable in its share at 2.0% and coach trips dropped very mildly from 6.2% in 2009 to 5.7% in 2011. (Table 5)

表 5 按車輛類型劃分的往返香港及中國內地的平均每日行車車次
Table 5 Average daily vehicle trips between Hong Kong and the mainland of China by vehicle type

車輛類型 Vehicle type	車次 No. of trips						
	1999 統計調查 Survey	2001 統計調查 Survey	2003 統計調查 Survey	2006 統計調查 Survey	2007 統計調查 Survey	2009 統計調查 Survey	2011 統計調查 Survey
貨櫃車 Container truck	13 700 (45.6%)	12 600 (40.2%)	12 800 (32.7%)	11 300 (26.8%)	11 000 (24.6%)	8 800 (20.4%)	9 500 (21.5%)
貨車(貨櫃車除外) Goods vehicle (other than container truck)	12 000 (40.0%)	12 100 (38.7%)	15 700 (40.4%)	15 800 (37.5%)	15 600 (34.8%)	13 900 (32.4%)	12 900 (29.2%)
私家車 Private car	3 300 (11.0%)	5 200 (16.5%)	7 500 (19.3%)	11 600 (27.6%)	14 100 (31.6%)	16 700 (38.9%)	18 400 (41.6%)
過境巴士 Coach	900 (2.9%)	1 000 (3.3%)	2 100 (5.5%)	2 300 (5.4%)	3 000 (6.6%)	2 600 (6.2%)	2 500 (5.7%)
穿梭巴士 Shuttle bus	200 (0.6%)	400 (1.3%)	800 (2.1%)	1 200 (2.8%)	1 100 (2.4%)	900 (2.1%)	900 (2.0%)
總計 Total	30 000 (100.0%)	31 300 (100.0%)	39 000 (100.0%)	42 100 (100.0%)	44 700 (100.0%)	42 800 (100.0%)	44 300 (100.0%)

註釋：括號內的數字是指佔所有往返香港及中國內地的行車車次的百分比。

數目進位至最接近的百位數。

Notes: Figures in brackets refer to the percentage share of all vehicle trips between Hong Kong and the mainland of China.

Numbers are rounded to the nearest hundred.

6. 其他參考

6.1 在 2011 年 10 月至 11 月進行的「2011 年跨界旅運統計調查」的詳細結果，載列於規劃署出版的《北往南來 2011》報告書內。市民可到規劃署的網站(www.pland.gov.hk)下載該報告書，或於以下網址 www.pland.gov.hk/pland_tc/p_study/comp_s/nbsb2011/index.html 直接查閱該刊物。

6. Further references

6.1 Detailed results of the Cross-boundary Travel Survey conducted during October to November 2011 were released in the report entitled *Northbound Southbound 2011* published by the Planning Department. This report can be downloaded at the website of the Planning Department (www.pland.gov.hk), or accessed through the website : www.pland.gov.hk/pland_en/p_study/comp_s/nbsb2011/index.html.