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2013/14 年跨界旅運統計調查

Cross-boundary Travel Survey 2013/14

## 2013/14 年跨界旅運統計調查 Cross-boundary Travel Survey 2013/14

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。

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 2014 年 2 月至 3 月期間進行的「2013/14 年跨界旅運統計調查」是這系列的第八次調查。

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 2013/14, conducted during February to March 2014, is the eighth round of the survey.

This article briefly describes the major findings of the survey.

本文內的統計數字是根據規劃署的資料來源所得。如對本文有任何查詢，請聯絡規劃署跨界基建發展組  
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# 2013/14 年跨界旅運統計調查

## Cross-boundary Travel Survey 2013/14

### 1. 引言

1.1 「2013/14 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、社區及旅遊設施的規劃工作，至為重要。

1.2 「2013/14 年跨界旅運統計調查」在 2014 年 2 月 24 日至 3 月 9 日於本港 10 個出入境管制站<sup>1</sup> 進行，共有 57 300 名旅客和 17 400 名司機接受訪問。

1.3 是項統計調查的詳細結果已於 2014 年 12 月透過《北往南來 2013/14》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<sup>2</sup> 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 跨界旅客行程的定義是一名以旅客為身分的人士往來香港及中國內地（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分別被計算為兩次行程。

1 10 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、港澳客輪碼頭及香港國際機場。

2 過往 7 次跨界旅運統計調查分別於 1999 年 10 至 11 月、2001 年 11 月、2003 年 11 月、2006 年 11 至 12 月、2007 年 11 至 12 月、2009 年 11 月及 2011 年 10 至 11 月進行。

### 1. Introduction

1.1 The Cross-boundary Travel Survey 2013/14 (2013/14 Survey) collected statistical information about the patterns of cross-boundary trips as well as the socio-economic profiles of trip makers. It provides reference data for bureaux/departments and other stakeholders to better understand cross-boundary travel activities, which is crucial to government planning work relating to cross-boundary transport infrastructure, community and tourism-related facilities.

1.2 The 2013/14 Survey was conducted at 10 immigration control points<sup>1</sup> from 24 February to 9 March 2014. A total of 57 300 passengers and 17 400 drivers were interviewed.

1.3 Detailed findings of the survey were released in the report entitled *Northbound Southbound 2013/14* published in December 2014. This article briefly describes the major findings of the survey. Comparison with the findings of previous rounds of the survey<sup>2</sup> is also presented where applicable. The figures presented in this article for a particular year refer to the two-week survey period but not 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 10 immigration control points include the 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, Macau Ferry Terminal and Hong Kong International Airport.

2 The previous 7 rounds of survey were conducted in October to November 1999, November 2001, November 2003, November to December 2006, November to December 2007, November 2009 and October to November 2011.

2.2 跨界車輛行程的定義是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 2014 年進行跨界旅運統計調查的兩星期間，平均每日有 658 100 人次的跨界行程，較 2003 年的平均每日 408 200 人次增加超過 6 成。（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 658 100 cross-boundary passenger trips in 2014 as recorded in the two-week survey period was more than 60% higher than that of 408 200 trips in 2003. (Table 1)

3.2 在 2014 年所有跨界旅客行程中，91.9% 為往來香港及內地的旅客行程，其餘的 8.1% 為往來香港及澳門的旅客行程。前者於 2014 年平均每日有 604 900 人次，較 2011 年上升 7.6%，而後者的相應數字為 53 200 人次及 1.7% 的跌幅。（表 1）

3.2 Of all the cross-boundary passenger trips in 2014, 91.9% were passenger trips between Hong Kong and the Mainland, and the remaining 8.1% were between Hong Kong and Macao. An average daily cross-boundary passenger trips of 604 900 was recorded in 2014 for the former, representing an increase of 7.6% over 2011. The corresponding figures for the latter were 53 200 trips and a decrease of 1.7%. (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	人次 Number 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	2013/14 統計調查 Survey
往來香港及內地 Between Hong Kong and the Mainland	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%)	604 900 (91.9%)
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%)	53 200 (8.1%)
<b>總計 Total</b>	<b>304 300 (100.0%)</b>	<b>357 400 (100.0%)</b>	<b>408 200 (100.0%)</b>	<b>485 500 (100.0%)</b>	<b>539 900 (100.0%)</b>	<b>551 300 (100.0%)</b>	<b>616 500 (100.0%)</b>	<b>658 100 (100.0%)</b>

註釋：數字已進位至最接近的百位數。

Notes: Figures are rounded to the nearest hundred.

括號內的數字指以未經進位數字計算所佔跨界旅客人次的百分比。

Figures in brackets refer to the percentage shares of cross-boundary passenger trips, which are derived from unrounded figures.

由於四捨五入關係，個別數字加起來可能與總數不符。

Figures may not add up to total due to rounding.

#### 4. 往來香港及內地的旅客行程

4.1 在分析時，往來香港及內地的旅客會按常居地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<sup>3</sup> – 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以外及香港以外的人士；及
- (iv) 居於其他地方人士 – 所有經常在內地以外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 雖然往來香港及內地的旅客行程中居於香港人士仍佔較高比例，但其所佔的比例由 2011 年的 60.8% 下降至 2014 年的 51.9%。這些行程的實際數目亦由 2011 年的平均每日 341 800 人次下跌 8.1% 至 2014 年的 314 200 人次。（表 2）

4.3 居於內地的香港居民的行程比例由 2011 年的 12.6% 上升至 2014 年的 13.6%，實際數目亦由 2011 年的平均每日 70 800 人次上升至 2014 年的平均每日 82 400 人次。（表 2）

<sup>3</sup> 「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 types 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 Residents<sup>3</sup> 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 higher proportion of the passenger trips between Hong Kong and the Mainland, their share declined from 60.8% in 2011 to 51.9% in 2014. In absolute terms, the average daily number of trips they made also dropped by 8.1% from 341 800 trips in 2011 to 314 200 trips in 2014. (Table 2)

4.3 The share of trips by Hong Kong Residents Living in the Mainland increased from 12.6% in 2011 to 13.6% in 2014, and in absolute terms the number of trips increased from an average daily of 70 800 trips in 2011 to 82 400 trips in 2014. (Table 2)

<sup>3</sup> “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 隨着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<sup>4</sup>的擴張，來自內地的旅客的行程由 2003 年平均每日 39 200 人次增加至 2011 年的 136 600 人次，及後上升至 2014 年的 195 800 人次。這類旅客的行程所佔的比例亦由 2003 年的 10.2% 增加至 2011 年的 24.3%，及後再增加至 2014 年的 32.4%。（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 Scheme<sup>4</sup> (IVS), the number of passenger trips made by Visitors from the Mainland increased from an average daily of 39 200 trips in 2003 to 136 600 trips in 2011 and further increased to 195 800 trips in 2014. Their shares also rose from 10.2% in 2003 to 24.3% in 2011 and further to 32.4% in 2014. (Table 2)

**表 2 按旅客類別劃分的往來香港及內地的平均每日旅客人次**  
**Table 2 Average daily passenger trips between Hong Kong and the Mainland by passenger type**

旅客類別 Passenger type	人次 Number 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	2013/14 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%)	314 200 (51.9%)
居於內地的香港居民 Hong Kong Residents Living in 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%)	82 400 (13.6%)
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%)	195 800 (32.4%)
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%)	12 400 (2.1%)
<b>總計 Total</b>	<b>284 600 (100.0%)</b>	<b>333 200 (100.0%)</b>	<b>382 800 (100.0%)</b>	<b>448 100 (100.0%)</b>	<b>490 900 (100.0%)</b>	<b>504 600 (100.0%)</b>	<b>562 400 (100.0%)</b>	<b>604 900 (100.0%)</b>

註釋：數字已進位至最接近的百位數。

括號內的數字指以未經進位數字計算所佔往來香港及內地的旅客人次的百分比。

由於四捨五入關係，個別數字加起來可能與總數不符。

Notes: Figures are rounded to the nearest hundred.

Figures in brackets refer to the percentage shares of passenger trips between Hong Kong and the Mainland, which are derived from unrounded figures.

Figures may not add up to total due to rounding.

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，內地居民可以以個人身份到港旅遊，而無需像以往只能夠以商務身份或參加旅行團到香港旅遊。這個計劃不斷擴展，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 年內多次往來香港的旅遊簽注措施（即一簽多行「個人遊」）。在這個計劃之下，於涵蓋城市持有常住戶口的內地居民，均可向內地有關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 The 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 travel to Hong Kong individually. Prior to the Scheme, Mainland Residents usually could only travel to Hong Kong on business visas or 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 or multiple visit(s) (only applicable to Shenzhen residents with permanent household registration) to Hong Kong. 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 2014 年的行程數目中，消閒行程佔 42.0%，探望親友行程佔 27.1%，而公幹行程則佔 18.6%。（表 3）

4.6 居於香港人士的行程中，有 94.2% 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 2014 年，居於香港人士往來香港及內地的行程中，74.3%（即平均每日 233 400 人次）是往來深圳的行程。（表 3）

4.7 於 2014 年，53.5%（即平均每日 168 200 人次）的居於香港人士往來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 33.9% 及 11.0%。（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 2014, 42.0% were for leisure, 27.1% for visiting relatives and friends, and 18.6% for business. (Table 3)

4.6 94.2% 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 2014, 74.3% of the trips between Hong Kong and the Mainland (or an average daily of 233 400 trips) made by People Living in Hong Kong were to or from Shenzhen. (Table 3)

4.7 53.5% of trips between Hong Kong and the Mainland (or an average daily of 168 200 trips) made by People Living in Hong Kong in 2014 were same-day trips. The proportion of trips lasted for one to two nights and three nights or more were 33.9% and 11.0% respectively. (Table 3)

**表 3 2013/14 年統計調查居於香港人士往來香港及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 made by People Living in Hong Kong, 2013/14 Survey**

	居於香港人士 People Living in Hong Kong
平均每日人次 Average daily trips	314 200
按往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 (percentage)	
消閒 Leisure	42.0%
探望親友 Visiting relatives and friends	27.1%
公幹 Business	18.6%
上班 Work	7.1%
其他目的 Other purposes	5.2%
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	94.2%
其中： within which:	
深圳 Shenzhen	74.3%
東莞 Dongguan	7.5%
廣州 Guangzhou	5.8%
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	4.5%
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	53.5%
一至兩晚 One to two night(s)	33.9%
三至六晚 Three to six nights	8.3%
多於六晚 More than six nights	2.8%
未決定 Not decided yet	1.6%

註釋：數字進位至最接近的百位數。

Notes: Figure is rounded to the nearest hundred.

來自內地的旅客往來香港及內地的旅客人次的百分比是以未經進位數字計算。由於四捨五入關係，個別數字加起來可能不等於 100%。

Percentage shares of passenger trips between Hong Kong and the Mainland made by People Living in Hong Kong are derived from unrounded figures. They may not add up to 100% due to rounding.



## 來自內地的旅客的行程

4.8 在 2014 年，平均每日有 143 900「個人遊」旅客人次，較 2011 年的 94 000 人次顯著上升，升幅達 53.0%。這是由於使用一般「個人遊」的旅客和使用一簽多行「個人遊」的旅客均顯著增加所致。使用一般「個人遊」的旅客行程由 2011 年平均每日的 58 400 人次上升 14.9% 至 2014 年的 67 100 人次。此外，使用一簽多行「個人遊」的旅客行程數目由 2011 年的平均每日 35 700 人次倍增至 2014 年的 76 900 人次。（圖 1）

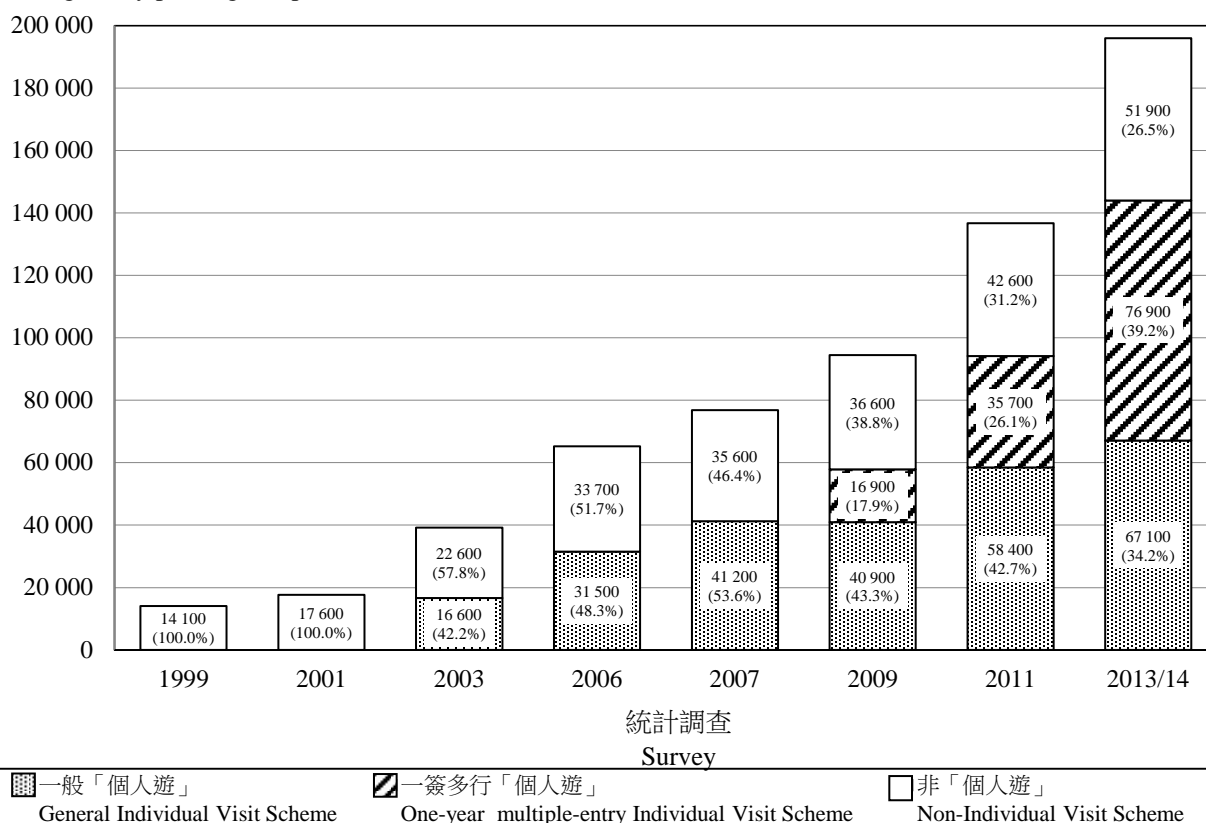
## Trips made by Visitors from the Mainland

4.8 There was an average daily of 143 900 trips made by IVS visitors in 2014, representing a notable increase of 53.0% over that of 94 000 trips in 2011. 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 14.9% from 58 400 trips in 2011 to 67 100 trips in 2014. Besides, the average daily number of trips made by one-year multiple-entry IVS visitors doubled from 35 700 trips in 2011 to 76 900 trips in 2014. (Chart 1)

**圖 1 按簽注類別劃分的來自內地的旅客往來香港及內地的平均每日旅客人次**  
**Chart 1 Average daily passenger trips between Hong Kong and the Mainland made by Visitors from the Mainland by type of endorsement**

平均每日旅客人次

Average daily passenger trips



註釋：數字已進位至最接近的百位數。

括號內的數字指以未經進位數字計算所佔來自內地的旅客往來香港及內地的旅客人次的百分比。

由於四捨五入關係，個別數字加起來可能與總數不符。

Notes: Figures are rounded to the nearest hundred.

Figures in brackets refer to the percentage shares of passenger trips between Hong Kong and the Mainland made by Visitors from the Mainland, which are derived from unrounded figures.

Figures may not add up to total due to rounding.

4.9 在 2014 年來自內地的旅客不論是否使用「個人遊」計劃來港，其行程目的主要為消閒（佔一般「個人遊」旅客的 72.2%，一簽多行「個人遊」的 74.2% 及非「個人遊」的 56.1%）及探望親友（佔一般「個人遊」旅客的 17.5%，一簽多行「個人遊」的 13.8% 及非「個人遊」的 15.1%）。（表 4）

4.10 雖然來自內地的旅客來港的主要目的是消閒，使用不同簽注類別的旅客在港逗留時間卻有明顯的差異。一簽多行「個人遊」旅客傾向短途行程，其中，84.7% 是不過夜行程，12.7% 是逗留一至兩晚。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頗相似，不過夜、逗留一至兩晚及逗留三晚或以上的行程比例分別佔 4 成多、3 成多及 2 成多。（表 4）

4.9 In 2014, trips made by Visitors from the Mainland, irrespective of whether or not under the IVS, were predominantly for leisure purpose (72.2% for general IVS visitors, 74.2% for one-year multiple-entry IVS visitors and 56.1% for non-IVS visitors) and for visiting relatives and friends (17.5% for general IVS visitors, 13.8% for one-year multiple-entry IVS visitors and 15.1% 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 84.7% being same-day trips and 12.7% 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 rather similar, with some 40%, 30% and 20% being same-day trips, one to two-night trips and over two-night trips respectively. (Table 4)

**表 4 2013/14 年統計調查來自內地的旅客往來香港及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 made by Visitors from the Mainland, 2013/14 Survey**

	一般「個人遊」 General Individual Visit Scheme	一簽多行 「個人遊」 One-year multiple-entry Individual Visit Scheme	非「個人遊」 Non-Individual Visit Scheme	所有來自內地 的旅客 All Visitors from the Mainland
平均每日人次 Average daily trips	67 100 (34.2%)	76 900 (39.2%)	51 900 (26.5%)	195 800 (100.0%)
<b>按往香港行程目的劃分的旅客人次分布（百分比）</b> Distribution of passenger trips by trip purpose to Hong Kong (percentage)				
消閒 Leisure	72.2%	74.2%	56.1%	68.7%
探望親友 Visiting relatives and friends	17.5%	13.8%	15.1%	15.4%
公幹 Business	6.4%	6.9%	15.6%	9.0%
其他目的 Other purposes	3.9%	5.2%	13.1%	6.8%
<b>按在香港逗留時間劃分的旅客人次分布（百分比）</b> Distribution of passenger trips by duration of stay in Hong Kong (percentage)				
不過夜 Same-day	42.5%	84.7%	47.8%	60.5%
一至兩晚 One to two night(s)	32.9%	12.7%	31.5%	24.6%
多於兩晚 <sup>^</sup> More than two nights <sup>^</sup>	24.6%	2.6%	20.7%	14.9%

註釋： 數字已進位至最接近的百位數。

括號內的數字指以未經進位數字計算所佔來自內地的旅客往來香港及內地的旅客人次的百分比。

由於四捨五入關係，個別數字加起來可能與總數不符。

<sup>^</sup> 包括「未決定」。

Notes : Figures are rounded to the nearest hundred.

Figures in brackets refer to the percentage shares of passenger trips between Hong Kong and the Mainland made by Visitors from the Mainland, which are derived from unrounded figures.

Figures may not add up to total due to rounding.

<sup>^</sup> Including "Not decided yet".

## 5. 車輛行程

5.1 在 2014 年為期兩星期的統計調查期內，使用四個陸路管制站<sup>5</sup>的平均每日跨界車輛車次為 42 000，較 2011 年的平均每日 44 300 車次下跌 5.1%。（表 5）

5.2 私家車行程數目由 2011 年的平均每日 18 400 車次，下跌至 2014 年的 18 100 車次，即輕微下跌 1.7%。另一方面，過境巴士行程則由平均每日 2 500 車次，上升 18.1% 至 3 000 車次。而經落馬洲管制站往來皇崗及新田的穿梭巴士行程則下跌 24.6% 至 2014 年的平均每日 700 車次。（表 5）

5.3 貨車（貨櫃車除外）行程數目由 2011 年的平均每日 12 900 車次下跌至 2014 年的 11 800 車次。貨櫃車行程數目錄得 11.0% 的跌幅，由 2011 年的平均每日 9 500 車次下跌至 2014 年的 8 500 車次。（表 5）

5.4 就比例而言，貨車（包括貨櫃車）行程佔全部車輛行程的比例由 2011 年的 50.7% 輕微下降至 2014 年的 48.2%，而私家車的比例則由 41.6% 上升至 43.1%，過境巴士的比例由 2011 年的 5.7% 上升至 2014 年的 7.2%。穿梭巴士的比例則由 2.0% 下跌至 1.6%。（表 5）

## 5. Vehicle trips

5.1 During the two-week survey period in 2014, there was an average daily of 42 000 cross-boundary vehicle trips recorded at the four road-based control points<sup>5</sup>, representing a decrease of 5.1% as compared with 44 300 trips recorded in 2011. (Table 5)

5.2 The number of private car trips dropped from an average daily of 18 400 trips in 2011 to 18 100 trips in 2014, representing a slight decrease of 1.7%. On the other hand, the coach trips increased by 18.1% from an average daily of 2 500 trips to 3 000 trips, whereas the shuttle bus trips between Huanggang and San Tin (via the Lok Ma Chau Control Point) decreased by 24.6% to an average daily of 700 trips in 2014. (Table 5)

5.3 The number of goods vehicle trips other than container trucks decreased from an average daily of 12 900 trips in 2011 to 11 800 trips in 2014. Container truck trips recorded a decrease of 11.0%, from an average daily of 9 500 trips in 2011 to 8 500 trips in 2014. (Table 5)

5.4 In terms of share among all vehicle trips, goods vehicle (including container trucks) trips fell slightly from 50.7% in 2011 to 48.2% in 2014. Private car trips, however, rose from 41.6% to 43.1%. Coach trips rose from 5.7% in 2011 to 7.2% in 2014 and shuttle bus trips decreased from 2.0% to 1.6%. (Table 5)

5 四個陸路管制站包括文錦渡管制站、落馬洲管制站、沙頭角管制站及深圳灣管制站。

5 The four road-based control points include the Man Kam To Control Point, Lok Ma Chau Control Point, Sha Tau Kok Control Point and Shenzhen Bay Control Point.

表 5 按車輛類型劃分的往來香港及內地的平均每日行車車次  
Table 5 Average daily vehicle trips between Hong Kong and the Mainland by vehicle type

車輛類型 Vehicle type	車次 Number 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	2013/14 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%)	8 500 (20.2%)
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%)	11 800 (28.0%)
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%)	18 100 (43.1%)
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%)	3 000 (7.2%)
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%)	700 (1.6%)
<b>總計 Total</b>	<b>30 000 (100.0%)</b>	<b>31 300 (100.0%)</b>	<b>39 000 (100.0%)</b>	<b>42 100 (100.0%)</b>	<b>44 700 (100.0%)</b>	<b>42 800 (100.0%)</b>	<b>44 300 (100.0%)</b>	<b>42 000 (100.0%)</b>

註釋： 數字已進位至最接近的百位數。

括號內的數字指以未經進位數字計算所佔往來香港及內地的行車車次的百分比。

由於四捨五入關係，個別數字加起來可能與總數不符。

Notes : Figures are rounded to the nearest hundred.

Figures in brackets refer to the percentage shares of vehicle trips between Hong Kong and the Mainland, which are derived from unrounded figures.

Figures may not add up to total due to rounding.

## 6. 其他參考

6.1 在 2014 年 2 月至 3 月進行的「2013/14 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 2013/14》報告書內。市民可於規劃署的網站 ([www.pland.gov.hk/pland\\_tc/p\\_study/comp\\_s/nbsb2013-2014/index.html](http://www.pland.gov.hk/pland_tc/p_study/comp_s/nbsb2013-2014/index.html)) 下載該報告書。

## 6. Further reference

6.1 Detailed results of the Cross-boundary Travel Survey conducted during February to March 2014 have been released in the report entitled *Northbound Southbound 2013/14* published by the Planning Department. This report can be downloaded at the website of the Planning Department ([www.pland.gov.hk/pland\\_en/p\\_study/comp\\_s/nbsb2013-2014/index.html](http://www.pland.gov.hk/pland_en/p_study/comp_s/nbsb2013-2014/index.html)).