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2015 年跨界旅運統計調查

Cross-boundary Travel Survey 2015

## 2015 年跨界旅運統計調查 Cross-boundary Travel Survey 2015

隨着中國內地及澳門與香港的社會經濟聯繫更趨緊密，跨界旅運量多年來持續增長。

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 2015 年 11 月至 12 月期間進行的「2015 年跨界旅運統計調查」是這系列的第九次調查。

本文概述這項統計調查的主要結果。

The socio-economic ties between the mainland of China, Macao and Hong Kong are growing stronger, leading to persistent 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 2015, conducted during November to December 2015, is the ninth round of the Survey.

This article briefly describes the major findings of the Survey.

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# 2015 年跨界旅運統計調查

## Cross-boundary Travel Survey 2015

### 1. 引言

1.1 「2015 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 「2015 年跨界旅運統計調查」在 2015 年 11 月 25 日至 12 月 8 日於本港 10 個邊界管制站<sup>1</sup> 進行，共有 69 900 名旅客和 16 600 名司機接受訪問。

1.3 是項統計調查的詳細結果已於 2016 年 12 月透過《北往南來 2015》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 個邊界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 8 次統計調查分別於 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、2011 年 10 至 11 月及 2014 年 2 至 3 月進行。

### 1. Introduction

1.1 The Cross-boundary Travel Survey 2015 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 Cross-boundary Travel Survey 2015 was conducted at 10 boundary control points<sup>1</sup> from 25 November to 8 December 2015. A total of 69 900 passengers and 16 600 drivers were interviewed.

1.3 Detailed findings of the Survey were released in the report entitled *Northbound Southbound 2015* published in December 2016. 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 a 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 boundary 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 8 rounds of the Survey were conducted in October to November 1999, November 2001, November 2003, November to December 2006, November to December 2007, November 2009, October to November 2011 and February to March 2014 respectively.

2.2 跨界車輛行程的定義是一車輛由香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 between Hong Kong and the Mainland in either direction. Vehicles included private cars, shuttle buses, coaches, container trucks and other types of goods vehicles.

### 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聯繫更趨緊密，跨界旅運量多年來持續增長。在2015年進行統計調查的兩星期間，平均每日有701 600人次的跨界旅客行程，較2006年的平均每日485 500人次增加超過4成。（表1）

3.1 The socio-economic ties between the Mainland, Macao and Hong Kong are growing stronger, leading to persistent growth in cross-boundary travel over the years. The average daily number of 701 600 cross-boundary passenger trips in 2015 as recorded in the two-week survey period was more than 40% higher than that of 485 500 trips in 2006. (Table 1)

3.2 在2015年所有跨界旅客行程中，92.5%為往來香港及內地的旅客行程，其餘的7.5%為往來香港及澳門的旅客行程。前者於2015年平均每日有648 800人次，較2014年上升7.3%，而後者的相應數字為52 800人次及0.7%的跌幅。（表1）

3.2 Of all cross-boundary passenger trips in 2015, 92.5% were passenger trips between Hong Kong and the Mainland, and the remaining 7.5% were between Hong Kong and Macao. An average daily cross-boundary passenger trips of 648 800 was recorded in 2015 for the former, representing an increase of 7.3% over 2014. The corresponding figures for the latter were 52 800 trips and a decrease of 0.7%. (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 end

旅客人次

Number of passenger trips

起訖點 Trip end	跨界旅運統計調查 Cross-boundary Travel Survey								
	1999	2001	2003	2006	2007	2009	2011	2013/14	2015
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%)	648 800 (92.5%)
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%)	52 800 (7.5%)
<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>	<b>701 600 (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 totals 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 – 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> – 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，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 – 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 往來香港及內地的旅客行程中以居於香港人士為主，其所佔的比例由 2014 年的 51.9% 上升至 2015 年的 52.2%。這些行程的實際數目亦由 2014 年的平均每日 314 200 人次上升 7.9% 至 2015 年的 338 900 人次。  
(表 2)

4.3 居於內地的香港居民的行程比例由 2014 年的 13.6% 上升至 2015 年的 15.5%，實際數目亦由 2014 年的平均每日 82 400 人次上升至 2015 年的平均每日 100 800 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 For analytical purposes, passengers travelling between Hong Kong and the Mainland were grouped into four types based on their usual places of residence, namely :

- (i) People Living in Hong Kong – 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 – 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 – 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 and Hong Kong but who were usually living in the Mainland; and
- (iv) People Living in Other Places – 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 Trips made by People Living in Hong Kong made up the largest proportion of passenger trips between Hong Kong and the Mainland with their share increased from 51.9% in 2014 to 52.2% in 2015. In absolute terms, the average daily number of trips they made also rose by 7.9% from 314 200 trips in 2014 to 338 900 trips in 2015. (Table 2)

4.3 The share of trips made by Hong Kong Residents Living in the Mainland increased from 13.6% in 2014 to 15.5% in 2015, and in absolute terms the number of trips increased from an average daily of 82 400 trips in 2014 to 100 800 trips in 2015. (Table 2)

3 “Hong Kong Residents” refers 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 2006 年平均每日 65 200 人次增加至 2014 年的 195 800 人次，及後微升至 2015 年的 196 200 人次。這類旅客的行程所佔的比例亦由 2006 年的 14.6% 增加至 2014 年的 32.4%，及後減少至 2015 年的 30.2%。（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 trips made by Visitors from the Mainland increased from an average daily of 65 200 trips in 2006 to 195 800 trips in 2014 and further increased slightly to 196 200 trips in 2015. Their share also rose from 14.6% in 2006 to 32.4% in 2014 but then dropped to 30.2% in 2015. (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**

旅客人次  
Number of passenger trips

跨界旅運統計調查 Cross-boundary Travel Survey									
旅客類別 Passenger type	1999	2001	2003	2006	2007	2009	2011	2013/14	2015
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%)	338 900 (52.2%)
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%)	100 800 (15.5%)
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%)	196 200 (30.2%)
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%)	12 800 (2.0%)
<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>	<b>648 800 (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往來香港及內地的旅客人次的百分比。

Figures in brackets refer to the percentage shares of passenger trips between Hong Kong and the Mainland, 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 totals 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，而無需像以往需要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 年內多次往來香港的旅遊簽證措施（即「一簽多行」個人遊簽證）。在這個計劃之下，簽證有效期為 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）。自 2015 年 4 月 13 日起，深圳戶籍居民的「一簽多行」個人遊簽證調整為「一周一行」個人遊簽證，已發出的「一簽多行」個人遊簽證並不受新措施影響。

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 had to travel to Hong Kong on business visas or group tours. The Scheme has been expanding, which is now implemented in 49 Mainland cities. From April 2009 onwards, a measure of "one-year multiple-entry" Individual Visit Endorsements to Hong Kong is implemented in Shenzhen. The endorsements are valid for 3 months or 1 year and good for one, two or multiple visits (only applicable to Shenzhen residents with permanent household registration) to Hong Kong. With effect from 13 April 2015, the "one-year multiple-entry" Individual Visit Endorsements for permanent residents of Shenzhen are superseded by the "one trip per week" Individual Visit Endorsements. The "one-year multiple-entry" Individual Visit Endorsements which have already been issued will not be affected by the new measure.

### *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 2015 年的行程數目中，消閒行程佔 40.6%，探望親友行程佔 30.4%，而公幹行程則佔 16.8%。（表 3）

4.6 居於香港人士的行程中，有 92.2% 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 2015 年，68.9% 往來香港及內地的行程（即平均每日 233 400 人次）是往來深圳。（表 3）

4.7 於 2015 年，51.1% 的居於香港人士往來香港及內地的行程（即平均每日 173 100 人次）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 11.5%。（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 2015, 40.6% were for leisure, 30.4% for visiting relatives and friends, and 16.8% for business. (Table 3)

4.6 92.2% 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 the most popular place of visit. In 2015, 68.9% of the trips between Hong Kong and the Mainland (or an average daily of 233 400 trips) were to or from Shenzhen. (Table 3)

4.7 51.1% of the trips between Hong Kong and the Mainland (or an average daily of 173 100 trips) made by People Living in Hong Kong in 2015 were same-day trips. The proportion of trips lasted for one to two nights and three nights or more were 36.6% and 11.5% respectively. (Table 3)

**表 3 2015 年跨界旅運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, Cross-boundary Travel Survey 2015**

	居於香港人士 People Living in Hong Kong
平均每日旅客人次 Average daily passenger trips	338 900
<b>按往內地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 the Mainland (percentage)	
消閒 Leisure	40.6%
探望親友 Visiting relatives and friends	30.4%
公幹 Business	16.8%
上班 Work	7.1%
其他目的 Other purposes	5.1%
<b>按在內地的起訖點劃分的旅客人次分布（百分比）</b> Distribution of passenger trips by trip end in the Mainland (percentage)	
珠江三角洲 Pearl River Delta	92.2%
其中： within which :	
深圳 Shenzhen	68.9%
東莞 Dongguan	8.4%
廣州 Guangzhou	6.3%
廣東省其他地方 Other places in Guangdong Province	2.8%
內地其他地方 Other places in the Mainland	5.1%
<b>按在內地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 the Mainland (percentage)	
不過夜 Same-day	51.1%
一至兩晚 One to two nights	36.6%
三至六晚 Three to six nights	8.0%
多於六晚 More than six nights	3.4%
未決定 Not decided yet	0.9%

註釋：平均每日旅客人次的數字已進位至最接近的百位數。

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%。

Notes : The figure of average daily passenger trips is rounded to the nearest hundred.

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

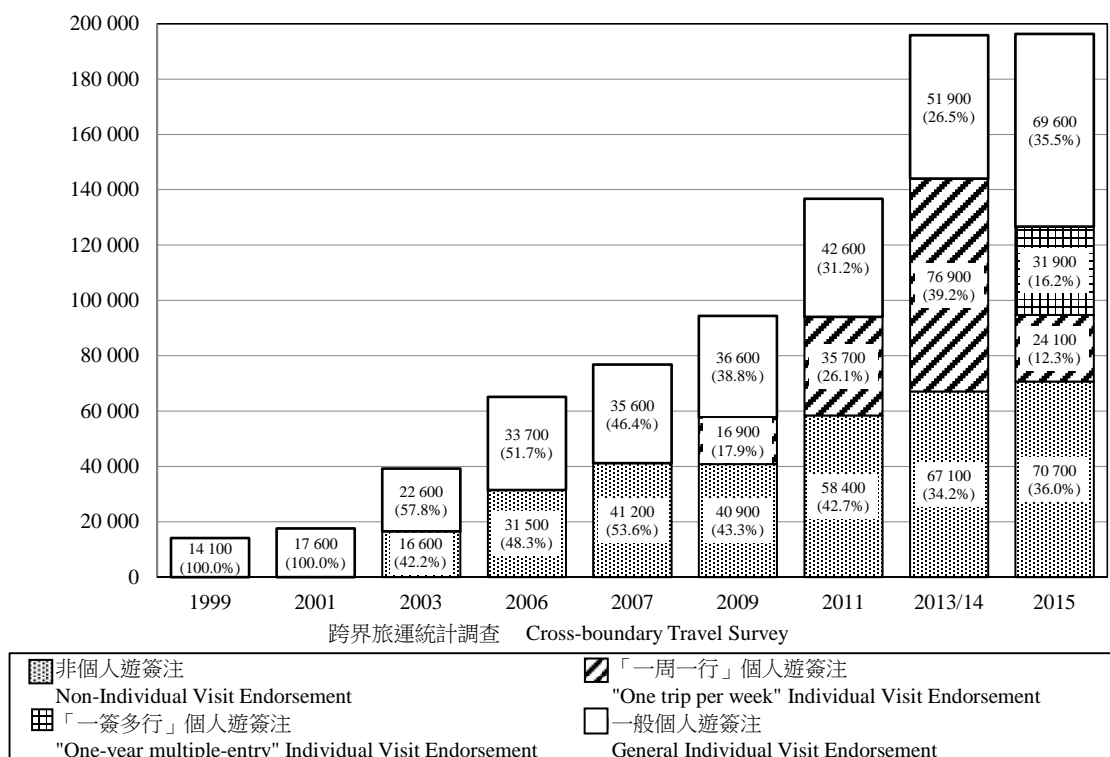
4.8 由於「一簽多行」個人遊簽注由 2015 年 4 月 13 日起調整為「一周一行」個人遊簽注，個人遊旅客人次由 2014 年的平均每日 143 900 人次下跌 12.0% 至 2015 年的 126 600 人次。在 2015 年使用「一簽多行」或「一周一行」個人遊簽注的旅客行程數目為平均每日 55 900 人次，較 2014 年使用「一簽多行」個人遊簽注的平均每日 76 900 人次為低。另一方面，非個人遊簽注的旅客行程數目則由 2014 年的 51 900 人次上升至 2015 年的 69 600 人次。（圖 1）

## Trips made by Visitors from the Mainland

4.8 As the “one-year multiple-entry” Individual Visit Endorsements have been superseded by the “one trip per week” Individual Visit Endorsements since 13 April 2015, the number of trips made by the Individual Visit Scheme visitors decreased by 12.0% from an average daily of 143 900 trips in 2014 to 126 600 trips in 2015. In 2015, the average daily number of trips made by “one-year multiple-entry” or “one trip per week” Individual Visit Endorsement visitors was 55 900, which was lower than the average daily of 76 900 trips made by “one-year multiple-entry” Individual Visit Endorsement visitors in 2014. On the other hand, the average daily number of trips made by non-Individual Visit Endorsement visitors increased from 51 900 trips in 2014 to 69 600 trips in 2015. (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 endorsement type

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 totals due to rounding.

4.9 在 2015 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（佔一般個人遊簽注旅客的 68.3%，「一簽多行」個人遊簽注的 76.5%，「一周一行」個人遊簽注的 81.7% 及非個人遊簽注的 49.4%）及探望親友（佔一般個人遊簽注旅客的 17.9%，「一簽多行」個人遊簽注的 13.1%，「一周一行」個人遊簽注的 12.4% 及非個人遊簽注的 19.7%）。（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」個人遊簽注及「一周一行」個人遊簽注的旅客傾向短途行程，其中，8 成多是不過夜行程，約 1 成是逗留一至兩晚。另一方面，一般個人遊簽注及非個人遊簽注旅客的逗留時間則較長。這兩類旅客的逗留時間頗為相似，逗留最少一晚的行程比例分別佔 51.2% 及 43.3%。（表 4）

4.9 In 2015, trips made by Visitors from the Mainland, irrespective of whether under the Individual Visit Scheme or not, were predominantly for leisure purpose (68.3% for general Individual Visit Endorsement visitors, 76.5% for “one-year multiple-entry” Individual Visit Endorsement visitors, 81.7% for “one trip per week” Individual Visit Endorsement visitors and 49.4% for non-Individual Visit Endorsement visitors) and for visiting relatives and friends (17.9% for general Individual Visit Endorsement visitors, 13.1% for “one-year multiple-entry” Individual Visit Endorsement visitors, 12.4% for “one trip per week” Individual Visit Endorsement visitors and 19.7% for non-Individual Visit Endorsement 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 endorsement types. “One-year multiple-entry” and “one trip per week” Individual Visit Endorsement visitors tended to make short trips, with some 80% being same-day trips and about 10% lasted for one to two nights. On the other hand, the duration of trips made by general Individual Visit Endorsement visitors and non-Individual Visit Endorsement visitors were longer. The trip duration of these two types of visitors were rather similar, with 51.2% and 43.3% respectively lasted for at least one night. (Table 4)

**表 4 2015 年跨界旅運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, Cross-boundary Travel Survey 2015**

	一般個人遊簽注 General Individual Visit Endorsement	「一簽多行」 個人遊簽注 "One-year multiple- entry" Individual Visit Endorsement	「一周一行」 個人遊簽注 "One trip per week" Individual Visit Endorsement	非個人遊簽注 Non-Individual Visit Endorsement	所有來自 內地的旅客 All Visitors from the Mainland
平均每日旅客人次 Average daily passenger trips	70 700 (36.0%)	24 100 (12.3%)	31 900 (16.2%)	69 600 (35.5%)	196 200 (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	68.3%	76.5%	81.7%	49.4%	64.8%
探望親友 Visiting relatives and friends	17.9%	13.1%	12.4%	19.7%	17.1%
公幹 Business	8.6%	4.1%	3.3%	9.9%	7.6%
其他目的 Other purposes	5.2%	6.3%	2.7%	21.0%	10.5%
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	48.8%	87.8%	89.3%	56.7%	63.0%
一至兩晚 One to two nights	35.1%	10.3%	9.3%	29.6%	25.9%
三至六晚 Three to six nights	14.2%	1.5%	1.3%	10.1%	9.1%
多於六晚 More than six nights	1.9%	0.4%	0.1%	3.5%	2.0%
未決定 Not decided yet	#	#	#	#	#

註釋：平均每日旅客人次的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。

# 少於 0.05%。

Notes: The figures of average daily passenger trips 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 totals due to rounding.

# Less than 0.05%.

## 5. 車輛行程

5.1 在 2015 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 43 200，較 2014 年的平均每日 42 000 車次上升 2.8%。（表 5）

5.2 私家車行程數目由 2014 年的平均每日 18 100 車次，上升至 2015 年的 18 900 車次，上升 4.3%。另一方面，過境巴士行程數目則由平均每日 3 000 車次，上升 9.0% 至 3 300 車次。而經落馬洲管制站往來新田及皇崗的穿梭巴士行程數目則輕微下跌 1.4% 至 2015 年的平均每日 600 車次。（表 5）

5.3 貨車（貨櫃車除外）行程數目由 2014 年的平均每日 11 800 車次上升至 2015 年的 12 400 車次。貨櫃車行程數目錄得 6.2% 的跌幅，由 2014 年的平均每日 8 500 車次下跌至 2015 年的 7 900 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 2014 年的 48.2% 下跌至 2015 年的 47.2%，而私家車的比例則由 43.1% 上升至 43.7%。穿梭巴士的比例由 1.6% 輕微下降至 1.5%，而過境巴士的比例則由 2014 年的 7.2% 上升至 2015 年的 7.6%。（表 5）

## 5. Vehicle trips

5.1 During the two-week survey period in 2015, an average daily of 43 200 cross-boundary vehicle trips was recorded at the four road-based control points<sup>5</sup>, representing an increase of 2.8% as compared with the average daily of 42 000 trips in 2014. (Table 5)

5.2 The number of private car trips increased from an average daily of 18 100 trips in 2014 to 18 900 trips in 2015, representing an increase of 4.3%. On the other hand, the number of coach trips increased by 9.0% from an average daily of 3 000 trips to 3 300 trips, whereas the number of shuttle bus trips between San Tin and Huanggang via the Lok Ma Chau Control Point slightly decreased by 1.4% to an average daily of 600 trips in 2015. (Table 5)

5.3 The number of goods vehicle (other than the container truck) trips increased from an average daily of 11 800 trips in 2014 to 12 400 trips in 2015. The number of container truck trips recorded a decrease of 6.2%, from an average daily of 8 500 trips in 2014 to 7 900 trips in 2015. (Table 5)

5.4 In terms of share among all vehicle trips, goods vehicle (including the container truck) trips decreased from 48.2% in 2014 to 47.2% in 2015. Private car trips, however, rose from 43.1% to 43.7%. Shuttle bus trips fell slightly from 1.6% to 1.5% and coach trips rose from 7.2% in 2014 to 7.6% in 2015. (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

車次

Number of vehicle trips

跨界旅運統計調查 Cross-boundary Travel Survey									
車輛類型 Vehicle type	1999	2001	2003	2006	2007	2009	2011	2013/14	2015
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%)	7 900 (18.4%)
貨車（貨櫃車除外） Goods vehicle (other than the 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%)	12 400 (28.8%)
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%)	18 900 (43.7%)
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%)	3 300 (7.6%)
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%)	600 (1.5%)
<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>	<b>43 200 (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往來香港及內地的行車車次的百分比。

Figures in brackets refer to the percentage shares of vehicle trips between Hong Kong and the Mainland, 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 totals due to rounding.

## 6. 其他參考

6.1 「2015 年跨界旅運統計調查」的詳細結果已載列於規劃署出版的《北往南來 2015》報告書內。市民可於規劃署的網站 ([www.pland.gov.hk/pland\\_tc/p\\_study/comp\\_s/nbsb2015/index.html](http://www.pland.gov.hk/pland_tc/p_study/comp_s/nbsb2015/index.html)) 下載該報告書。

## 6. Further reference

6.1 Detailed results of the Cross-boundary Travel Survey 2015 have been released in the report entitled *Northbound Southbound 2015* published by the Planning Department. This report can be downloaded from the website of the Planning Department ([www.pland.gov.hk/pland\\_en/p\\_study/comp\\_s/nbsb2015/index.html](http://www.pland.gov.hk/pland_en/p_study/comp_s/nbsb2015/index.html)).