

LCQ10: Facilitation measures for cross-boundary goods vehicles

Following is a question by the Hon Yim Kong and a written reply by the Secretary for Transport and Logistics, Ms Mable Chan, in the Legislative Council today (June 11):

Question:

It has been reported that the Government will announce the details of Southbound Travel for Guangdong Vehicles within this year, and only non-commercial small passenger vehicles will be allowed to apply under the first phase of implementation. Some members of the logistics and transport industries expect the Government to make good use of the Hong Kong-Zhuhai-Macao Bridge and take the opportunity of implementing Southbound Travel for Guangdong Vehicles to enhance the relevant policy on Guangdong/Hong Kong cross-boundary Mainland goods vehicles, so as to further consolidate Hong Kong's role as the prominent hub for the Guangdong-Hong Kong-Macao Greater Bay Area, and to drive the development of the Hong Kong International Airport (the airport), container terminals, and the entire logistics industry. In this connection, will the Government inform this Council:

- (1) whether the Government will, in the course of formulating the policy on Southbound Travel for Guangdong Vehicles, discuss with the Mainland authorities the enhancement of the relevant policy on cross-boundary Mainland goods vehicles (including the quota system coordinated by the governments of Guangdong and Hong Kong), so as to facilitate cross-boundary goods vehicles in travelling between the Mainland and Hong Kong; if so, of the details, including the expected time of announcing the relevant policy;
- (2) whether the Government will enhance the application process for southbound cross-boundary Mainland goods vehicles or introduce new measures, e.g. making reference to the existing system of "closed road permits" while streamlining the application process therein, such that a certain number of Mainland goods vehicles will be allowed to reach designated major cargo hubs in Hong Kong (including the cargo terminals of the airport and container terminals) directly via designated routes; and
- (3) whether the Government will make reference to the experience of other places (e.g. the "Green Card system" (a kind of cross-border motor insurance card system) in Europe) and promote a mutual recognition mechanism for motor insurance among Guangdong, Hong Kong and Macao, so as to achieve "one insurance policy for all"?

Reply:

President,

The Transport and Logistics Bureau (TLB) attaches great importance to

the development of modern logistics, and is committed to developing Hong Kong into an international smart logistics hub. To this end, the Government promulgated the Action Plan on Modern Logistics Development in 2023, which proposed to enhance Hong Kong's role as the gateway and key transshipment hub for cargoes to and from the Greater Bay Area (GBA) by improving multimodal transport. In particular, cross-boundary land freight transport is a major mode of freight transport between Hong Kong and other cities in the GBA, as well as an important component of the "rail-sea-land-river" intermodal transport system between Hong Kong and the Mainland. On the other hand, cross-boundary goods vehicles are also a major means for transporting daily supplies and are of crucial importance to the livelihood of Hong Kong people. Hence, the TLB has always placed strong emphasis on improving cross-boundary land freight transport arrangements. In handling matters related to cross-boundary goods vehicles, the TLB always adheres to the policy principle of "maintaining capacity and stability" and takes into account the views of different stakeholders, so as to ensure smooth operation and adequate capacity of cross-boundary land freight transport, thereby providing staunch support for strengthening and enhancing Hong Kong's status as an international maritime centre, international aviation hub and international logistics hub.

Having consulted the Financial Services and the Treasury Bureau, and the Transport Department (TD), our reply to various parts of the Hon Yim's question is as follows:

(1) and (2) Cross-boundary goods vehicles are subject to the regulation of the quota system which is agreed and jointly administered by the governments of Guangdong and Hong Kong. If the Mainland goods vehicles need to apply for Hong Kong permit/licence, holders of the Mainland goods vehicle quotas must first apply to the relevant Mainland authority for the Mainland Approval Notice (commonly known as MAN) for their goods vehicles. The quota holders should also apply to the TD for vehicle approval and vehicle examination for their goods vehicles; upon passing the vehicle examination, they could proceed with vehicle registration and licensing as well as apply for Closed Road Permit (CRP). The TD would issue CRPs according to the approved boundary crossing(s) recorded on the MAN so that cross-boundary goods vehicles concerned could ply between Guangdong and Hong Kong via the designated boundary crossing(s). Besides, drivers from the Mainland driving the goods vehicles concerned should hold a full Hong Kong driving licence for the corresponding vehicle class(es) (such as light, medium or heavy goods vehicles). From 2022 to April 2025, the number of cross-boundary goods vehicles with valid CRPs maintained at about 10 000, among which goods vehicles from the Mainland have increased.

Guangdong and Hong Kong have been maintaining close liaison, and will review and enhance relevant facilitation measures for cross-boundary goods vehicles as appropriate subject to the development of freight logistics, local traffic capacity and trade's responses in both places. Guangdong and Hong Kong also keep reviewing the number of quotas for cross-boundary goods vehicles from time to time. If the Mainland authorities seek to increase the quotas, Hong Kong will expedite the vetting with enhanced efficiency.

Besides, the TD has enhanced the arrangement of vehicle approval for cross-boundary goods vehicles with a view to completing the relevant process with enhanced speed. In general, if all the documents required are in order and accurate, the time needed for completion of vehicle approval, examination, registration and licensing, as well as CRP application has been greatly shortened to as fast as three to four weeks.

(3) The Insurance Authority has been in discussion with relevant authorities and the insurance industry on the insurance arrangement for cross-boundary vehicles, with a view to providing facilitation and appropriate insurance products. Take Northbound Travel for Hong Kong Vehicles as an example, the Government has at the same time implemented the "unilateral recognition" arrangement for cross-boundary motor insurance, which allows Hong Kong private cars driving into Guangdong via the Hong Kong-Zhuhai-Macao Bridge to extend the coverage of their third-party liability insurance purchased from Hong Kong insurers to the Mainland, thereby eliminating the need for separate policies in both places and facilitating travel between Guangdong and Hong Kong. The Government will continue to monitor the development of the cross-boundary freight and logistics industry, and review the relevant measures in a timely manner.