

SHENZHEN'S ROLE IN COOPERATION WITH THE PRD REGION OF CHINA UNDER CEPA

La fonction pendant la coopération de PRD de Shenzhen sous conditions CEPA

Chen Zhenyao

Planning Bureau of Shenzhen Municipality, Guangdong Province, China

ABSTRACT: On June 29th, 2003, the Mainland and Hong Kong Closer Economic Partnership Arrangement (CEPA) signed in Hong Kong by two-side Governments. Since then, Guangdong-Hong Kong- Macao cooperation has gone up to a new stage covering many realms such as logistics conveyance and tourism, etc. and a new transportation planning of the Pearl River Delta (PRD) region has been made out and implemented. As an important city-member in the PRD region, what role can Shenzhen play in the decentralized cooperation? This paper intends to elaborate the cooperation in PRD region and the present position confronted by Shenzhen's transport so as to accentuate that "green transportation" policy should be practiced.

RÉSUMÉ: Le 29 Juin 2003, l'arrangement pour une association économique plus proche entre Hong Kong et la Chine a été signé par les deux gouvernements à Hongkong. Depuis que la coopération Guangdong entre Hong Kong et Macao est avancé à une nouvelle étape en incluant plusieurs secteurs comme la logistique et la tourisme etc.

Egalement un nouveau modèle de transportation pour le Pear River Delta (PRD) a été développé est réalisé comme la ville très important au PRD, quelle fonction a Shenzhen dans la coopération décentralisée ? Ce rapport essaye d'évaluer la coopération dans le région PRD, la situation présente confrontée par le trafic du Shenzhen et pour souligner la disposition "green transportation" soit être pratique.

1 COOPERATION UNDER CEPA

1.1 *Conception of CEPA*

China is an emerging developing country and Shenzhen Municipality in Guangdong Province owns the first Special Economic Zone (SEZ) of China, which borders on Hong Kong Special Administrative Zone in the south and belongs to Pearl River Delta (PRD), one of the most developed regions in the South-Eastern Part of China. In the past 25 years, not only Shenzhen SEZ but also Hong Kong and the PRD region in Guangdong Province have achieved great progress both in economic development and social prosperity through cooperation. However, facing the new development situation of worldwide and Asian economy, Guangdong including Shenzhen need more closer cooperation with Hong Kong to realize "the second pioneer undertaking with arduous efforts" and seeking for new breakthrough.

On June 29th, 2003, the Mainland and Hong Kong Closer Economic Partnership Arrangement (CEPA) signed in Hong Kong by two-side Governments, and

the opening of service trades in CEPA is of most outstanding character involving 17 realms, such as the management consultation, advertisement, law service, exhibition, real estate, accountancy, medical treatment, retail, construction engineering, tourism, conveyance, logistics conveyance, stock certificate, audio-visual, bank, insurance, etc.. Even though in real meaning CEPA is not the cooperation of full market economy, but all of these have already put forward a very high demand on the transportation ability of the PRD region to guarantee the effective circulation both for people and goods .

The biggest function of CEPA lays in its opening the door to accelerate the economy amalgamation of the mainland and Hong Kong, and the front door of common development. This kind of cooperation is very important for the economic development of Hong Kong, Macao and the Mainland in the future. Notion of CEPA, covering over from Shenzhen-Hong Kong and Guangdong-Hong Kong cooperation, PRD region cooperation to Pan-PRD Region (9+2) cooperation, shall finally lead to the overall

economic cooperation of Hong Kong and the whole Mainland.

1.2 *Background of cooperation*

The GDP of Guangdong Province in 2005 reached 2,170 billion RMB yuan (US\$265 billion), 12.5 percent higher than last year, making a new record high and ranking top in the nation, the figure exceeded the GDPs in Singapore and Hong Kong.

According to the statistics with the provincial statistics bureau, the demands in consumption, investment and export are the main factors to boost all Guangdong as well as Shenzhen's economic development in 2005, among which the demand in consumption became quite an important growth point in the economy. The statistics show that in Guangdong, the domestic vehicle, mainly car ownership is 9.7% on average, 47.7% more than last year, and in Shenzhen 34% and 26% respectively.

Since 1980s, more than 25 years of opening and reform policy have made great achievement in cooperation of Guangdong-Hong Kong-Macao, being rated as the one of most successful models of districts' cooperation in the world. Nowadays, the Guangdong-Hong Kong-Macao have already formed the economic trade cooperative relation of many realms, many outlets and multiform types, Hong Kong-Macao directly invested about 90 billion USD in Guangdong, occupying more than 70% of total foreign investment amount in there. Only in 2002, the economic total amount of Guangdong-Hong Kong-Macao exceeded more than 300 billion USD, the export trade sum was more than 600 billion USD.

The economic cooperation of Guangdong-Hong Kong-Macao not only at trade, but also extensively lays on the realms such as transportation, correspondence, tour, science and technology, agriculture, labour service, real estate, environmental protection, the frontier business, and large infrastructure construction etc..The cooperation has already become the important factors that keep a prosperous stability of the abovesaid three districts. For example, Zhuhai and Macao relates closely in history, the fast development of Macao will first benefit Zhuhai. After national policy of personal freely visiting Hong Kong and Macao executed, about 10 million free-travel people in 2004 traveled to Hong Kong and Macao, Zhuhai should integrate itself resources and Macao development. Both may mutually permeate to promote the economic development and prosperous society in Macao and Zhuhai.

1.2.1 *Logistics industry development*

CEPA will carry out zero tariffs to 273 Hong Kong tax products since January 1st in 2004 according to the CEPA provision, such as clothing, watch, jewelry, cosmetics etc. made in Hong Kong. The merchandise price descends and the import formality is

more simple. Products of Hong Kong in large quantity entering into the mainland will provide bigger development opportunity to the import trade and the logistics industry of the mainland. In meantime, the integral operation of logistics industry in Hong Kong and the mainland will also promote the exaltation of development level and efficiency for the mainland logistics industry, and expand large-scale economic relation.

As for the huge logistics center, Hong Kong constructed the freight transportation center in 2004, trying to set up Hong Kong as the Asian hinge of the freight transportation. In addition, Hong Kong is actively constructing the value-increase logistics park located in the north of Dayu mountain, aiming at high increase in value and the logistics service at urgent time.

The logistics has special and important meaning apparently in the PRD region. Hong Kong is a top-level container terminal in the world, and goods throughput quantity of Guangzhou ports ranks in the 10 global greatest ports, plus the container carrying capacity of Shenzhen also occupy one seat in the tenth container wharf of the world. The logistics cooperation in this region will have very astonishing variation energy.

Through Guangdong-Hong Kong cooperation, the big PRD logistics center seems ready to come out.

According to the CEPA provision, from January 1st, 2004, Hong Kong-fund companies will be able to provide related freight transportation service with logistics in the hinterland by the individual proprietorship form, including road conveyance of common goods, warehouse, related information processing service and consultation business.

The fast increasing passenger and goods volume of Shenzhen airport has created a good air freight condition for Hong Kong enterprises to make full use of the hinterland amplitude market well for business to alleviated current economic overcast pressure. And Hong Kong airport then can make use of the advantage of its international flight paths, carrying the hinterland goods directly to their global destinations. The Shenzhen and Hong Kong are creating a convenient, so called fast "air logistics hallway".

1.2.2 *Cooperation in Tourism*

In order to further promote the development of tourism industry of Hong Kong and Macao, the Mainland allowed residents in Guangdong Province to visit Hong Kong and Macao individually since July 1st, 2004, and today already including many cities in China. Promotion of tourism between each other and development of external promotion programmes centered around the Pearl River Delta. For example, since the opening day of personal travel by Guangdong province up to August, 2005, within only one year totally 8.52 million Guangdong residents toured in Hong Kong, consuming 4,500 RMB

yuan at average by each person, the consumed amount totally matched up to more than 50 billion RMB yuan in Hong Kong. The opening of Disney Park in Hong Kong greatly increased the attraction of travel market in the PRD region including Hong Kong and Macao. It will also have great impact on Shenzhen and its surrounding areas to find new ways for Shenzhen to cooperate with Hong Kong in tourism and entertainment industry.

As we know, the tour resources of England are very abundant, but a lot of visitors went to England only staying in London, they didn't tour to the peripheral cities, which means the tour resources couldn't get valid use and proper development. It shows that each tour-city needs more thoroughfares to link mutually, the tour resources in whole marketing district is the key point. So being suffused with PRD cities, the region tourism should be recommended in whole and combined together with Hong Kong and Macao tourism brand of international popularity.

The tour industry is a labor-force concentrated industry because of its connection with a lot of other industries such as the cabaret hotel, dining service, shopping, transportation, amusement recreation, etc.. All the related industries basically have an intensive characteristic of labor force also. More important, the recreational travel industry is opposite to the depletion of the material resources. The maintenance of the sightseeing spots only needs maintaining environment clearance, the passage convenience, etc. at low cost. The tour industry has an important function in economic recovery in Hong Kong and Macau, and also has important meaning inevitably in the economic structure adjustment of PRD region.

Along with the intercity light rail network and the superhighway network and the perfect of tour industry infrastructure, the recreational tour industry may get a larger development completely in PRD region.

2 TRANSPORTATION PLANNING OF THE PRD UNDER CEPA

Since CEPA executed, a new transportation planning of the PRD region has been made out and implemented including railways, superhighways, airports, seaports, light rail system among cities in the PRD region.

Hong Kong Government is also currently taking an overall strategy programming research called as "Hong Kong 2030" to delineate Hong Kong in coming 30 years, setting up the development blue print. To meet the demand of Hong Kong development, the government will invest 18 billion USD in the coming 5 years to construct infrastructures, such as railroad and highway, etc., among them very part will be used for wider opening the passages between Hong Kong and Guangdong.

2.1 *Railroad*

From now to 2020, the railroad construction in Guangdong will enter a new development period: the construction of main railway trunk-lines, inter-province railway passages and intercity railway network in PRD region will be completed to open completely. According to the Guangdong province railroad construction program, by 2010 Guangzhou will become the center of "A" graphemic intercity rapid rail system of the PRD region, forming the main framework. By 2020, the PRD region will build up the intercity rapid rail system connecting the main cities inside the area, Hong Kong and Macao, coordinated with other transportation modes. The New Guangzhou Railway Station will be built up as a new guest station where "people go first", becoming a modern vital hinge station connecting Guangzhou-Zhuhai and Guangzhou-Shenzhen-Hong Kong mass rapid transit lines, the undergrounds, the light rails, Wuhan-Guangzhou passenger transportation special line and in future Beijing-Guangzhou mass rapid transit line.

Further more, being suffused with PRD region cooperation, a Guangdong-Hong Kong-Macau big PRD Region formed. For example, one of railroad construction in Guangdong province is to link up with Hong Kong-Macau, and the intercity fast rail transportation system covering the 9 cities in PRD region such as Guangzhou, Shenzhen, Zhuhai, Dongguan, Zhongshan, Huizhou, Jiangmen, Zhaoqin, Fuoshan, which can be well communicated within an hour becoming "an hour commercial circles" in real meaning.

2.2 *Superhighway*

The Superhighway network planning in Guangdong (2004-2030) anticipates that the whole province will set up so-called "nine verticals, five horizontals and two loops" superhighway network as the main framework in future 30 years to realize the superhighway connection between the neighbouring main cities including those in neighbouring provinces. The superhighway layout is like the mesh form, but in PRD region presents like the loop form plus radio form with Guangzhou as the center point; There will generally be two superhighway passages between each center city and district center city; and in the county cities autos basically can reach a superhighway within 30 minutes driving.

The Guangdong province will gradually form the "4 hours transport circle" and the PRD region the "an hour intercity transport circle", taking Guangzhou as the center. It may anticipate that Guangdong will become the vital transportation center of "big southern China" in 2010.

The planned Hong Kong-Zhuhai-Macao bridge will become an important passage that Hong Kong links the west coast of Pearl River, and an important vital point that integrates PRD region. The bridge,

adopting "the single Y" type design (namely only one bridge runs through Hong Kong, Macao and Zhuhai three districts), crossing the Pearl River, extending to Zhuhai and Macau, is a viaduct with 29 km in total length, estimated cost about 15 billion RMB yuan. According to the traffic prediction, after the bridge is built up by 2020, the passenger volume through will be from 44.86 to 65.01 million people, and goods flow volume from 46.73 to 62.17 million tonnes. After the bridge built up, the western region of PRD will enter in the 3 hours living circle of Hong Kong, arousing the economic development of that region. The bridge's completion will make the logistics service of Hong Kong overlay the PRD western region completely, can bring to Hong Kong sea transportation, air freight 30% and 35% additional sources respectively.

2.3 Shipping

During the period of 15th National Construction Planning(2006-2010), Guangdong shall in extraordinary way develop shipping transport, specially outgoing sea channels, and build up the modern shipping network in PRD region based on Xijiang (Western River) main shipping channel and the "three verticals and three horizontals" skeleton in the PRD region.

The inland river shipping is of advantages that can realize less capital devotion, bigger carrying capacity, less land use, lower cost and more output profit, etc. compared with other conveyance modes in line with the durable development strategy.

2.4 Aviation

Five airports distributed in the scopes of radius not more than 200 kilometers: Zhuhai airport, Shenzhen airport, Guangzhou airport, Hong Kong airport and Macao airport. These intensively located aviation airports in PRD region, while providing the convenient to travelers, also bring the hard nut to crack on performance benefit and integration in the meantime.

Perhaps there no other similar place in the world like PRD region where so many flight choices for travellers can be provided. But that also results in each airport excessive competition, guest source diffluent reposition. For example, the Zhuhai airport's management condition remains a continuous bad deficiency for many years.

The five greatest airports cooperation has now already started. In September, 2004, Hong Kong and Chinese public aviation bureau signed new memo, creating a condition for cooperation of Hong Kong and mainland airports. In 2003 the mainland travelers already shared Hong Kong airport passenger transportation volume up to 48%. In Hong Kong 130 flight lines, the domestic lines have 30s only, and airport in Shenzhen has only one international flight line. Not long ago, the Hong Kong bureau and Shenzhen airport consociation released a measure of

"Fly by Hong Kong" that will increase 200,000 travellers throughput quantity additionally for Shenzhen airport, having occupied 10% of total mainland travellers going abroad by Hong Kong, which doubtless reflects the "three winners" in cooperation of Shenzhen airport, Hong Kong airport and travellers.

3 SHENZHEN DEVELOPMENT STRATEGIES

In order to keep fast development, Shenzhen has to effectively promote the combination of its location advantage with the hinterland region advantages, strengthen the relationship with Hong Kong in their roles and economy amalgamation, actively cultivate the Hong Kong-Shenzhen city circle participating the economy integration, making the Shenzhen-Hong Kong city circle become more larger economic center in China.

3.1 Shenzhen-PRD cooperation

The Shenzhen knows the importance of growing its own economic hinterland region. Being an economic center city in the PRD region, what role Shenzhen should play? The attitude of Shenzhen government is that Shenzhen, first of all, has to completely strengthen cooperation with the PRD region, especially the cities in it. Shenzhen's target is the Pan-PRD transportation vital point.

The finance, logistics and high technology are three key industries in Shenzhen which are also of the advantage leading in the PRD region. For example, being one of the two greatest logisticses center (the other one is Shanghai) in China, Shenzhen's port container throughput reached 10.65 million TEUs in 2003, occupying the fourth in world, become the sea transport center in the southen China.

Shenzhen is a coastal city linking the domestic and international market. Defining its role in China's cooperation with the ASEAN Free Trade Zone and the Pan-PRD (9+2) regional cooperation could help to increase its competitive power. The cooperation of Hong Kong and mainland on the whole carries out in three layers: the cooperation with Shenzhen, the cooperation with the PRD region, the cooperation with the Pan-PRD(9+2) region. Among them, the cooperation between Hong Kong and Shenzhen is doubtless of core part. In fact the cooperation has already seeped through the politic and economic realms of the two sides completely. The 25 years of Shenzhen city construction can be reckoned as the 25 years of Shenzhen-Hong Kong cooperation.

3.2 Shenzhen-Hong Kong as One City

The Shenzhen Development Strategies 2030 (the draft for opinion) put forward the basic development strategy of city districts in Shenzhen-Hong Kong cooperation for the coming 25 years. In this programming, Shenzhen emphasizes to cooperate with Hong Kong to co-build up a world-class metropolis. Three

fabricative notions laid in setting up the Hong Kong-Shenzhen free-trade area, co-constructing the high level manufacturing industry parks and co-establish the production service centers.

“Shenzhen-Hong Kong as One City” will become an economic circle that owns more stronger competitive power. How to make the cooperation between Shenzhen and Hong Kong out better have long been the subject of the official main consideration. For example, due to China's relevant policy and historical reasons, red tape still exists stopping local ports from opening up. An application should go through the central government and permission takes a long time for each new berth. This has posed as a bottleneck for Shenzhen's transportation development. “Shenzhen-Hong Kong as One City” will hopefully help to convince the state to cut the red tape and speed up the economic development and coordination between Shenzhen and Hong Kong.

Under the frame of “one country, two systems” and cooperation of Guangdong-Hong Kong, if Shenzhen-Hong Kong cooperation being really carried out to produce “the one city effect”, i.e. the integral economy as a whole in construction of the excellent trade environment together, and Shenzhen, Hong Kong becoming the important platform connecting the international capital and the local one at home, then this kind of new pattern of cooperation can expand to the PRD region, not only realize the “two winners”, but also make the PRD really becoming the group leader of the Pan-PRD region (9+2).

3.3 Learn from Hong Kong and Serve Hong Kong

“Learn from Hong Kong and Serve Hong Kong” is the slogan put forward by Shenzhen Government. When Premier Wen Jiabao inspected Shenzhen, he affirmed the principle. Using the notion, Shenzhen authorities push the cooperation of “Shenzhen-Hong Kong as One City” again and again. Shenzhen in its 15th National Economy Development Programming suggests that, in the coming five years, the target of Shenzhen-Hong Kong cooperation will be definitely put forward by relying on Hong Kong to set up the district banking center, i.e. making full use of adjacent advantage to Hong Kong, relying on the international banking center position of Hong Kong to construct the district banking center of Shenzhen.

Hong Kong side also shows great interest in the slogan. Hong Kong has already made out the “Hong Kong 2030: the Program Prospect and Strategy”. How to coordinate the two programmes? The Hong Kong government will continue to communicate with Shenzhen by a responsible group carrying out discussions on mutual concerned topics and working for coordination of development. In 3000 square kilometers land field, these two cities with the social system dissimilarities but very close economic cooperation, depending mutually on each other, have al-

ready created a new Chinese legend myth in the world in past 25 years; In the coming 25 years, under the current economic globalization and districts cooperation, “Shenzhen-Hong Kong as One City” will usually be a daily topic and gradually become true.

The Memo about Strengthening Shenzhen-Hong Kong Cooperation signed in 2004 has three significant aspects: creativeness, antecedency and demonstration. The realized Shenzhen-Hong Kong cooperation has stood as the pioneer for the CEPA, In this Memo, the eight cooperation contentes such as economy trade, tour, the law service etc., are exactly the cooperation items that Shenzhen and Hong Kong protrusived in advance, just as the standard answer for the CEPA cooperation.

4 COOPERATION IN PLANNING

As an important city-member in the PRD region, what role can Shenzhen play in the decentralized cooperation under CEPA and how to deal with the relationship between outer and inner urban transportation in planning strategies? To answer these questions, in August 2005, the Shenzhen Municipal Government published an edition of Shenzhen Overall Transport Planning and Public Transport Planning to invite the public's suggestion.

4.1 Transport demand

In recent years, accompanied with the cooperation executed in the PRD region under CEPA, the demand of passengers and goods transportation in Shenzhen increases very fast, structure of transportation faces a new challenge. The private car ownership volume in 2004 reached up to 537,000 vehicles, 23.6% increase compared with 2003 in meantime the container's throughput on seaports up to 13.66 million standard TEUs, 28% increase compared with the year before. The share proportion of car trips rises quickly in total trip amount, but the public transport share descends year by year. Along with fast society and economy development of Shenzhen, the anticipation of the total passenger and freight motorized transportation volume will increase, compared with the present condition, by 2.3 times and 2 times respectively in 2010, and 6 times and 4 times respectively in 2030, present structure condition with buses and cars as passengers transportation mode and highway transport as the freight transportation mode will face a huge challenge.

In order to carry out the development target for building up internationalized modern center city, Shenzhen has strongly to cooperate with the PRD region in coordination of the city development, the land use and environmental protection, etc.. Various transportation modes should be synthesized in the comprehensive transportation system.

4.2 Railway hub position

The planning pushes forward construction of railroad facilities in the PRD region so as to raise Shenzhen's railway hub position in national railway network, promoting further amalgamation of the region. It includes the following projects: Guangzhou-Shenzhen passenger-only high speed railway (extended to Hong Kong in future); Xiamen-Shenzhen passenger-only railway (extended to Pearl River western region in future); Longhua new railway hub station crossed by the two railways; Pinghu containers center railway station (the biggest in Southern China); Intercity railway network in PRD; The fourth line of Guangzhou-Shenzhen quasi-high speed railway, etc..

On Dec 18th, 2005, the Guangzhou-Shenzhen segment in Guangzhou-Shenzhen-Hong Kong passenger-only special line begun to construct, the line starting from the new Guangzhou station in North with about 104.6 km in length, has already reserved the condition to extend to Hong Kong. Total investment is about 20.5 billion RMB yuan. A new comprehensive passenger railway station will be constructed in Longhua of Shenzhen, and three subway lines, two railroad lines will converge here.

4.3 *Outgoing and passed-by passages*

The planning pushes forward construction of outgoing and passed-by passages to complete the high speed trunk roads in the PRD region, strengthen the connections with other cities, and separate the passed-by passages from the city road network, such as the Western passage along the Pearl River from Guangzhou to Hong Kong; Eastern passage through new planned Liantang land port from neighboring cities Huizhou and Dongguan to Hong Kong; Yanba superhighway extended to Daya Bay of Huizhou; Yanpai superhighway extended to Donhguan Bo-Shen superhighway; Jihe superhighway extended over the Pearl River to its western part, etc.. After all the outgoing and passed-by passages completed, the passed-by traffic may basically avoid Shenzhen city built-up areas for calming down the urban inner transportation.

4.4 *Green transportation*

Green transportation means the city transportation system suitable to the people living environment and its development trend, its target is to set up the efficient, safe, energy saving and diversified city transportation system with low harmful social effects of pollution, beneficial city ecosystem environment. The green city transportation system emphasizes all citizenry the social equity in the aspect of transportation. The credibility, mobility and accessibility that the transportation serve, can be seen as the basic right of the citizens and as the important target of transportation policy.

With more than 20 years of development, Shenzhen has entered a stage characterized by mul-

multiple interest groups who share complicated relationships. Government coordination has become more difficult. People's increasing awareness of democracy, human rights and public affairs involvement, conflicts in different sectors and destabilizing factors have been easier to group. All of these have made the green transport necessary for the government to make the city's society peaceful.

When making a transport planning and providing the transportation service etc., it should put the low income people in the center position of the service, and improve the transportation circumstance for them. On the other hand it should also let the public to supervise the transport service providers in order to realize the will of low income people. The key point is to change the notion of taking the private cars traffic as central principle, and initiate transportation policy with ordinary people as the center. The importance of walking, bicycling, and public transportation should be afresh recognized to build up a transportation system and a kind of transportation culture that respect the life and the disabled, sick, aged persons.

The green transport also requires the urban transport planning to offer more public traffic means by developing the public transport system such as the Metro system. The No.1 subway and part of No.4 have already put in operation on December 28th, 2004, and the No.3 and the extended lines of No.1 and No.4 are under construction from the end of 2005 and the anticipated finish date in 2009.

4.4.1 *"One horizontal eight verticals"*

However, the way of building superhighways of so-called "one horizontal eight verticals, seven horizontals 13 verticals" within Shenzhen urban area have aroused a strong protection because it obviously runs in the opposite direction about limiting the private car traffic flood, and produces huge conflict with the city ecosystem environment and construction of green city .

According to the current transport planning of Shenzhen, implementation of superhighway network in urban area will face two problems, i.e. according to Shenzhen's fan-shaped city appearance, superhighways will concentrated in the SED resulting in traffic congestion, and if the SEZ chooses carrying out strict traffic management to control the traffic chaos and practice the high-charge policy of parking and jammed roads, namely so-called "the users pay fees", the results have only two: the road network in SEZ will be jammed when free use; or the resource of superhighway will be wasted when charging for use. In addition, the construction of superhighways means the ecosystem environment damaged, city areas broken up, land resources wasted, and a huge sum of capital to invest, etc.. The only "advantage"

is to stimulate the citizenry to use the private cars, let car traffic booming, and at last push down the public transport.

4.4.2 *Parking*

The data statistics show, by the end of June, 2005, the motor vehicles run in Shenzhen had already reached 850,000, but the parking lots in whole city can only lodge 360,000, including the roadside temporary parking places, that means 2.4 cars just have one parking place. However, the circumstance outside SEZ is more serious in Shenzhen, though the cars quantity currently less than in the SEZ, but the trucks quantity obviously higher, roadside confusion parking phenomenon is very serious. Therefore making well out the parking facility system planning of the outside SEZ area is also the important part of green transportation. The policy for parking is to encourage people to leave their cars at home as often as possible, so the parking lots and garages in the residence neighborhood are encouraged to build to meet the standard of "one parking place per one household" and the parking fee in the urban central districts are levied at much higher price than before.

5 SHENZHEN-HONG KONG CONNECTION

Rapid border crossing between Shenzhen and Hong Kong is to further expedite the integration of the two places in many respects. It is expected that by 2010 Shenzhen will handle 24 million TEUs annually, which may result in serious congestion in its ports.

Strengthening the economic cooperation of Shenzhen-Hong Kong has continuously been the basic way of thinking in the development process by Shenzhen government, for example, at the end of 1980's and beginning of 1990's on the development strategy of Shenzhen, the essential opinion was "opening the first borderline, control the second one", i.e. open the boundary between Shenzhen and Hong Kong to practice goods, funds circulation freely; After the handover of Hong Kong in 1997, the city government put again forward a proposal of free trade area and common market. Shenzhen has already had the development target and planned to arrange the preparation, in addition also made some policy feasibility researches that regardless setting up the free trade area with ASEAN, or Hong Kong-Macau and the mainland together, Shenzhen's geographical location is always the most important reason for its development opportunity.

5.1 *Subway system*

Since the cooperation agreement signed between Shenzhen and Hong Kong, then Shenzhen transport infrastructure is under construction actively. The Hong Kong and Shenzhen subway systems may become one, the subway magnetic cards as

"Badatong" in Hong Kong and as "Shenzhentong" in Shenzhen will be recognized each other.

The No.1 Subway line in Shenzhen will connect the railroad in Hong Kong directly; The south starting point of No.4 line at Huangbang port, and Hong Kong's branch line will soon begin to connect it. Subway No.4 line in Shenzhen is a real across through-way from south to north. After acquiring subway No.4 line construction permission (BOT) in Shenzhen, the Hong Kong subway company signed the No.2 and No.3 subway lines cooperative memo with the Shenzhen government again recently, the No.3 subway line from the SEZ to Longgang District will be continued by Hong Kong subway company to invest in the BOT way. Furthermore, the planned Guangzhou-Shenzhen-Hong Kong fast passenger-only special rail line will also connect with the subway system in Shenzhen.

5.2 *Port connection*

The Luohu Port will become the biggest vital point station in Asia, with the train, subway, bus, taxi arranged in separated flow way, and the Huanggang Port's connection with Hong Kong be completed in 2007 and its check mansion synchronously. Along with the connection of the railroad special line and subway in Shenzhen, "the Guangzhou-Hong Kong an hour transport circle" will have already hoped a realization.

Three across-border bridges have been in use formally. They are the second highway bridge of Huanggang-Luomazhou port, the second highway bridge of Shatoujian port and the across border footbridge reconstruction in Luohu. Three across-border bridges in use formally and improved custom clearance environment will promote a function actively for push being suffused with the PRD region to cooperate. In the past several years, the initial mission of Shenzhen-Hong Kong cooperation is to construct the unimpeded two-side ports. Hong Kong's vehicles entering into Shenzhen have already hoped the self-help customs clearance.

The Shenzhen-Hong Kong western passage is the key project of Guangdong-Hong Kong cooperation in PRD region. The project includes the big Shenzhen Gulf highway bridge, the connective lines engineering and seaport supervision areas. Shenzhen Gulf highway bridge is 5088 meters long, designed on six driveways in both direction and 33.1m in bridge section breadth superhighway standards, investing 780 million RMB yuan and anticipating to be finished in July, 2006.

The Shenzhen Bus Group Company has formally established the incorporated investment fund with Hong Kong's Jiulong Bus Company, and will currently become the biggest city public transport enterprise, owning 3,503 vehicles in operation, run in 124 bus lines, the amount of passenger transport attained 630 million people per year.

5.3 24 hours custom clearance

The Shenzhen, located in the center district of Pacific Asia region where tour visitors show the quickest increase, is the only city with seaports, airport, landports and railroad port in China and the biggest seaport city with various sea, land and air transport conveyance together. The visitors annually entering through the ports take more than 50% of the whole country. Because of Shenzhen's special position, any port action taken may arouse not only huge influence to the immigration of whole city, but also the inbound and outbond tours of whole country directly.

There are about 200,000 people pass through the Lohu custom station everyday, an investigating shows, 69.7% of the passengers choose Shenzhen as their destination. The situation of Hong Kong citizens residing in Shenzhen and its development trend should arouse great attention of the both side governments to value highly. The residents in two sides reflect that the port customs clearance speed and the efficiency problems are more outstanding, and hope the problems to be resolved as early as possible.

At 0:00 January 27th, 2003, the Huanggang-Luomazhou's custom port strated to carry out the customs clearance both for passenger and freight transport all day long, 24 hours customs clearance means to have no time obstacle one. The travellers and vehicles were no longer being interrupted by night closing, and the shuttle bus service between Shenzhen and Hong Kong opened synchronously.

The custom port's realization of 24 hours customs clearance shall have an advantage greatly for the process industry, high-tech industry, travel industry and person flow, logistics etc. both in Shenzhen and Hong Kong, The mutual benefit not only makes the social economy of two sides more close, but also promotes the further cooperation actively for the Guangdong-Hong Kong-Macau region.

Currently there are 4 routes on land ports totally, including a railroad port-Luohu, and 3 highway ports, i.e. Huanggang-Luomazhou, Wenjindu and Shatoujiao. The two sides will continue to improve their work, put effort on making the pass procedures to be completed within half an hour for passengers, and one hour for cargo containers.

The fusion of the Shenzhen-Hong Kong tourism puts forward "Shenzhen-Hong Kong tour turns out an integral whole". The two side travel agencies, sightseeing spots can be in good communication, making full use of their own resources. Hong Kong can let the foreign visitors arrange their hinterland travel routes very expediently, while the visitors from the hinterland to Shenzhen can also be arranged thei Hong Kong tour conveniently to realize the hinterland travel internationalization. Shenzhen is creating the image of a seashore tour

city currently, the eastern coast line shows its magic power increasingly, and Hong Kong possess "the shopping heaven" reputation, along with the Disney paradise, two cities are preminent to create a kind of result of "both winners".

Realization of "Shenzhen and Hong Kong as a whole" through the 24 hours custom clearance will show the worth characteristics of a huge world metropol. The first is the opening; The second is the catholicity, both express that an emigrant city has an attitude of tolerance to foreign citizens and acceptance to various excellent culture;The third is the varierty that shows the concept of value of internationalized city, existence method, work opportunity, development mode, diversification of the residents composition; The fourth is the support with each other, not only to carry out Shenzhen-Hong Kong coperation advantage, but also the advantage of other regions in the PRD with each other under CEPA;

6 REFERENCES

- The Planning Department of Guangdong Development and Reform Committee. June 2003. *The Mainland and Hong Kong Closer Economic Partnership Arrangement (CEPA)*
- The Government of Shenzhen Municipality. August 2005. *The Overall Transport Planning of Shenzhen Municipality..*
- The Planning Department of Guangdong Development and Reform Committee. 2004. *The Transportation Planning of Pear River Delta (PRD) Region.*
- Li Meiyi. June 2004. *Shenzhen Target is the Pan-PRD Transportation Vital Point.* 21 Century Economy Report
- Shun Minyang. December 2005. *The Pan-PRD Planning Research of Cooperation to Play Role in Guangdong Hong Kong Mutual Support.* Hong Kong Special Administrative Government. The Planning Department of Guangdong Development and Reform Committee.
- Chen Zhenyao. October 2005. *Promotion of the Green Transportation in Shenzhen.* Proceedings of the Chinese People's Political Consultative Conference (C.P.P.C.C.) of Shenzhen Municipality.
- Huang Yuezhen. November 2005. *From PRD to Pan-PRA Planning: Search for the Economy Cooperation of Big Region.* China Economy Weekly.

Dwg. 1
The Superhighway Network in the PRD Region

The superhighway network in the PRD region

