

道路裝運貨物統計 Road Cargo Statistics

道路運輸一向都是運送貨物往來香港與中國內地的一個重要方式，每年有超過 3 000 萬公噸的道路裝運貨物通過邊境。本文分析一九九零至一九九八年的道路裝運貨物統計。

Road traffic has long been an important means for transporting goods between Hong Kong and the mainland of China. There are over 30 million tonnes of road cargoes crossing the boundary each year. This article analyzes the road cargo statistics from 1990 to 1998.

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道路裝運貨物統計

Road Cargo Statistics

1. 引言

1.1 香港憑藉其獨特的地理環境，多年來擔當著通往中國內地的大門口，而道路運輸一向都是運送貨物往來香港與內地的一個重要方式。現時有三個管制站連接新界北與深圳，分別是文錦渡、沙頭角和落馬洲。隨著外發內地加工貿易的重要性日益顯著，近年道路裝運貨物的數量變得十分龐大，因而需要一套道路裝運貨物的統計數字來監察有關的發展。

2. 編製方法

2.1 現時，香港海關按月編製道路裝運貨物統計數字。該統計數字是將一組載重因子 — 按運輸方向及管制站劃分的每輛貨運車輛的估計載貨重量，乘以通過邊境的相應載貨貨運車輛數目而得出。

2.2 以貨櫃車運載道路裝運貨物日趨普遍，爲了反映道路裝運貨物往來邊境隨時日轉變的情況，政府統計處最近進行了一項研究去更新這組載重因子。該項更新研究是從一九九七年四月至一九九八年三月間的貨物艙單中，以分層抽樣法抽選了約 43 000 張艙單作爲樣本，然後把按運輸方向、管制站及車輛類型劃分的每輛貨運車輛載貨重量的樣本估計，加以倍大，以得出一組更新的載重因子。

2.3 一九九九年及以後的道路裝運貨物統計數字將會以這組更新載重因子編製，而一九九零至一九九八年的數列亦會相應修改以方便比較。

1. Introduction

1.1 Attributable to its unique geographical location, Hong Kong has acted as a gateway to the mainland of China (the Mainland) over the years. In particular, road traffic has long been an important means for transporting goods between Hong Kong and the Mainland. There are currently three control points, namely Man Kam To, Sha Tau Kok and Lok Ma Chau, connecting the Northern New Territories and Shenzhen. With the increasing significance of outward processing trade in the Mainland, the volume of road cargo became large in recent years. A set of road cargo statistics is therefore required to monitor the development of the subject.

2. Methodology

2.1 Currently, road cargo statistics are compiled by the Customs and Excise Department monthly. The statistics are obtained by multiplying a set of load factors - estimated gross weights of goods carried by a goods vehicle by direction of movement by control point, to the corresponding number of loaded goods vehicles crossing the boundary.

2.2 To reflect the change in road cargo movement crossing the boundary over time, in particular the increasing use of container trucks in carrying road cargo, the Census and Statistics Department has recently conducted an exercise to update the set of load factors. In the updating exercise, a stratified sample of some 43 000 cargo manifests in April 1997 to March 1998 was selected. The sample estimates of the load of a goods vehicle by direction of movement by control point by type of vehicle were grossed up to yield an updated set of load factors.

2.3 While the road cargo statistics for 1999 onwards are compiled using the updated set of load factors, the series from 1990 to 1998 has also been revised accordingly to facilitate comparison over time.

3. 道路裝運貨物吞吐量

3.1 在一九九八年，有 3 620 萬公噸的裝運貨物是以道路運輸的，其中包括了 1 850 萬公噸的抵港貨物和 1 770 萬公噸的離港貨物。在一九九零年，道路裝運貨物的吞吐量只有 1 240 萬公噸，其中 630 萬公噸是抵港貨物，610 萬公噸是離港貨物。（表一）

3.2 在一九九零年至一九九八年間，道路裝運貨物平均每年增加 14%。一九九零年至一九九四年間錄得每年平均 27% 的高增長率，一九九五年至一九九七年的平均增長率則減慢至每年 3%，而一九九八年更錄得輕微下降。

3.3 在所有運輸方式裝運貨物的吞吐量中，道路裝運貨物於一九九七年佔了 17%，至於在香港與內地間的整體裝運貨物中，道路運輸的貨物在一九九七年則佔 40% 之多。

3. Road Cargo Throughput

3.1 It is estimated that 36.2 million tonnes of cargo were transported by road in 1998, including 18.5 million tonnes of inward cargo and 17.7 million tonnes of outward cargo. The road cargo throughput was only 12.4 million tonnes in 1990, of which 6.3 million tonnes were inward cargo and 6.1 million tonnes were outward cargo. (Table 1)

3.2 During the period of 1990 to 1998, the road cargo tonnage increased at an average annual growth rate of 14%. A rapid average growth of 27% per annum was recorded between 1990 and 1994. The growth rate slowed down to 3% per annum from 1995 to 1997 on average whilst a marginal decrease was registered in 1998.

3.3 Of the total cargo throughput by all transport modes, road cargo accounted for 17% in 1997. As regards cargo movement between Hong Kong and the Mainland, cargo by road took up 40% in 1997.

表一 道路裝運貨物的吞吐量
Table 1 Road Cargo Throughput

運輸方向 Direction of movement	千公噸 '000 Tonnes								
	1990	1991	1992	1993	1994	1995	1996	1997	1998
抵港 Inward	6 287 (N.A.)	8 721 (+38.7%)	12 452 (+42.8%)	13 618 (+9.4%)	15 203 (+11.6%)	16 198 (+6.5%)	17 343 (+7.1%)	18 333 (+5.7%)	18 465 (+0.7%)
離港 Outward	6 125 (N.A.)	8 676 (+41.7%)	10 096 (+16.4%)	14 963 (+48.2%)	17 368 (+16.1%)	18 092 (+4.2%)	17 817 (-1.5%)	18 075 (+1.5%)	17 688 (-2.1%)
總計 Total	12 412 (N.A.)	17 398 (+40.2%)	22 548 (+29.6%)	28 581 (+26.8%)	32 570 (+14.0%)	34 290 (+5.3%)	35 159 (+2.5%)	36 408 (+3.6%)	36 152 (-0.7%)

註釋：括弧內數字為與前一年比較的變動百分率。

Note: Figures in brackets represent percentage changes over preceding year.

4. 按管制站分析

4.1 表二展示了按三個管制站分析的道路裝運貨物重量。在一九九八年分別有 980 萬公噸、180 萬公噸和 2 460 萬公噸的道路裝運貨物經過文錦渡、沙頭角和落馬洲。在一九九零年至一九九四年，經過文錦渡的貨物重量每年都有增加，但自一九九五年開始卻逐漸回落，並在一九九八年跌回至一九九零年時的水平。在一九九零年至一九九八年，經過沙頭角的貨物重量以每年平均 2% 的速度輕微上升，而落馬洲則有每年平均 45% 的強勁增長。

4. Analysis by Control Point

4.1 The road cargo tonnage analyzed by the three control points was presented in Table 2. There were 9.8, 1.8 and 24.6 million tonnes of road cargo handled by Man Kam To, Sha Tau Kok and Lok Ma Chau respectively in 1998. From 1990 to 1994, the road cargo tonnage passing through Man Kam To showed increase every year. It then declined gradually since 1995 and reached the 1990 level in 1998. From 1990 to 1998, the cargo tonnage for Sha Tau Kok rose slightly by 2% per annum whereas that for Lok Ma Chau surged by 45% per annum on average.

表二 按管制站分析道路裝運貨物的吞吐量
Table 2 Road Cargo Throughput by Control Point

管制站 Control Point	1990	1991	1992	1993	1994	1995	1996	1997	1998
千公噸 '000 Tonnes									
抵港									
Inward									
文錦渡 Man Kam To	4 878 (N.A.)	5 543 (+13.6%)	7 057 (+27.3%)	6 542 (-7.3%)	6 476 (-1.0%)	6 528 (+0.8%)	6 364 (-2.5%)	5 960 (-6.4%)	4 767 (-20.0%)
沙頭角 Sha Tau Kok	756 (N.A.)	775 (+2.5%)	820 (+5.8%)	867 (+5.7%)	877 (+1.2%)	890 (+1.5%)	985 (+10.7%)	1 042 (+5.8%)	1 089 (+4.5%)
落馬洲 Lok Ma Chau	653 (N.A.)	2 403 (+268.1%)	4 575 (+90.4%)	6 210 (+35.7%)	7 850 (+26.4%)	8 780 (+11.8%)	9 993 (+13.8%)	11 331 (+13.4%)	12 608 (+11.3%)
離港									
Outward									
文錦渡 Man Kam To	4 775 (N.A.)	5 501 (+15.2%)	5 469 (-0.6%)	6 857 (+25.4%)	7 062 (+3.0%)	6 852 (-3.0%)	6 181 (-9.8%)	5 785 (-6.4%)	5 014 (-13.3%)
沙頭角 Sha Tau Kok	714 (N.A.)	773 (+8.1%)	732 (-5.2%)	664 (-9.3%)	628 (-5.4%)	658 (+4.8%)	674 (+2.3%)	635 (-5.8%)	690 (+8.8%)
落馬洲 Lok Ma Chau	636 (N.A.)	2 403 (+277.9%)	3 895 (+62.1%)	7 442 (+91.1%)	9 677 (+30.0%)	10 581 (+9.3%)	10 962 (+3.6%)	11 655 (+6.3%)	11 983 (+2.8%)
總計									
Total									
文錦渡 Man Kam To	9 652 (N.A.)	11 044 (+14.4%)	12 526 (+13.4%)	13 399 (+7.0%)	13 538 (+1.0%)	13 380 (-1.2%)	12 545 (-6.2%)	11 745 (-6.4%)	9 782 (-16.7%)
沙頭角 Sha Tau Kok	1 471 (N.A.)	1 548 (+5.2%)	1 552 (+0.3%)	1 530 (-1.4%)	1 505 (-1.6%)	1 548 (+2.9%)	1 659 (+7.2%)	1 677 (+1.1%)	1 780 (+6.1%)
落馬洲 Lok Ma Chau	1 289 (N.A.)	4 806 (+272.9%)	8 470 (+76.2%)	13 652 (+61.2%)	17 527 (+28.4%)	19 361 (+10.5%)	20 956 (+8.2%)	22 986 (+9.7%)	24 591 (+7.0%)

註釋：括弧內數字為與前一年比較的變動百分率。

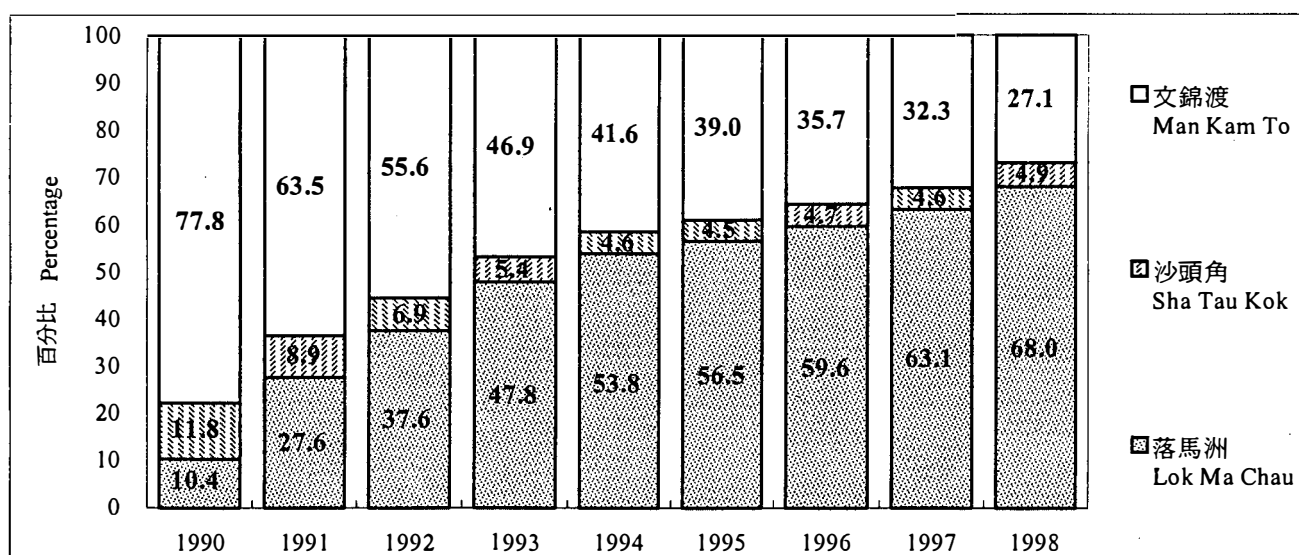
Note: Figures in brackets represent percentage changes over preceding year.

4.2 在九十年代初，文錦渡管制站的流量已達致飽和，落馬洲在一九八九年開放給貨運車輛使用後，減輕了其餘兩個管制站的負擔。文錦渡和沙頭角處理的貨物在整體道路裝運貨物中的比重分別由一九九零年的 78%和 12%下降至一九九八年的 27%和 5%；另一方面，落馬洲同期所處理的貨物比重由 10%大幅上升至 68%。（圖一）

4.2 The capacity of Man Kam To has been fully utilized in early 90's. The opening up of Lok Ma Chau for goods vehicles in 1989 has lessened the burden of the other two control points. The percentage shares of cargoes handled by Man Kam To and Sha Tau Kok dropped from 78% and 12% in 1990 to 27% and 5% in 1998 respectively. On the other hand, the share of cargo passing through Lok Ma Chau rose substantially from 10% to 68% over the same period. (Chart 1)

圖一 按管制站分析道路裝運貨物的百分比

Chart 1 Percentage Share of Road Cargo by Control Point



5. 按貨運車輛類型分析

5.1 在一九九八年，有 2 330 萬公噸道路裝運貨物是由貨櫃車運載的，1 210 萬公噸的貨物是由輕型及中型貨車運載，其餘 80 萬公噸貨物則由其他貨運車輛(主要包括泥頭車及油紅車)運載。（表三）

5.2 在一九九三年，整體道路裝運貨物中只有 48%是由貨櫃車運載的，該比重在一九九八年顯著增長至 64%。同期比較，輕型及中型貨車運載貨物的比重由 48%跌至 33%，而其他車輛的比重亦由 4%減至 2%。（圖二）

5. Analysis by Type of Goods Vehicle

5.1 In 1998, 23.3 million tonnes of road cargo were carried by container trucks. Another 12.1 million tonnes of cargo were transported by light and medium goods vehicle while 0.8 million tonnes were transported by other goods vehicle including mainly dump truck and oil tanker. (Table 3)

5.2 Only 48% of overall road cargo were carried by container trucks in 1993. The share increased markedly to 64% in 1998. Over the same period of comparison, the share accounted for by light and medium goods vehicles dropped from 48% to 33% whilst that for other goods vehicles also decreased from 4% to 2%. (Chart 2)

表三 按貨運車輛類型分析道路裝運貨物的吞吐量
Table 3 Road Cargo Throughput by Type of Goods Vehicle

千公噸
'000 Tonnes

貨運車輛類型 Type of goods vehicle	1993	1994	1995	1996	1997	1998
抵港 Inward						
貨櫃車 Container truck	6 135 (N.A.)	7 469 (+21.7%)	8 757 (+17.2%)	9 530 (+8.8%)	10 326 (+8.3%)	11 018 (+6.7%)
輕型及中型貨車 Light and medium goods vehicle	6 919 (N.A.)	7 265 (+5.0%)	7 016 (-3.4%)	7 112 (+1.4%)	7 288 (+2.5%)	6 865 (-5.8%)
其他 Others	564 (N.A.)	469 (-16.8%)	425 (-9.4%)	700 (+64.7%)	719 (+2.7%)	581 (-19.2%)
離港 Outward						
貨櫃車 Container truck	7 642 (N.A.)	10 059 (+31.6%)	11 247 (+11.8%)	11 411 (+1.5%)	12 017 (+5.3%)	12 267 (+2.1%)
輕型及中型貨車 Light and medium goods vehicle	6 685 (N.A.)	6 829 (+2.2%)	6 431 (-5.8%)	6 082 (-5.4%)	5 815 (-4.4%)	5 205 (-10.5%)
其他 Others	636 (N.A.)	480 (-24.6%)	414 (-13.7%)	323 (-22.0%)	243 (-24.8%)	215 (-11.4%)
總計 Total						
貨櫃車 Container truck	13 777 (N.A.)	17 528 (+27.2%)	20 004 (+14.1%)	20 942 (+4.7%)	22 343 (+6.7%)	23 285 (+4.2%)
輕型及中型貨車 Light and medium goods vehicle	13 604 (N.A.)	14 094 (+3.6%)	13 447 (-4.6%)	13 195 (-1.9%)	13 103 (-0.7%)	12 071 (-7.9%)
其他 Others	1 200 (N.A.)	949 (-20.9%)	839 (-11.6%)	1 023 (+21.9%)	962 (-6.0%)	797 (-17.2%)

註釋：(i) 括弧內數字為與前一年比較的變動百分率。

(ii) 一九九三年以前沒有編製按貨運車輛類型分析的細分數字。

Notes: (i) Figures in brackets represent percentage changes over preceding year.

(ii) Breakdown by type of goods vehicle before 1993 is not available.

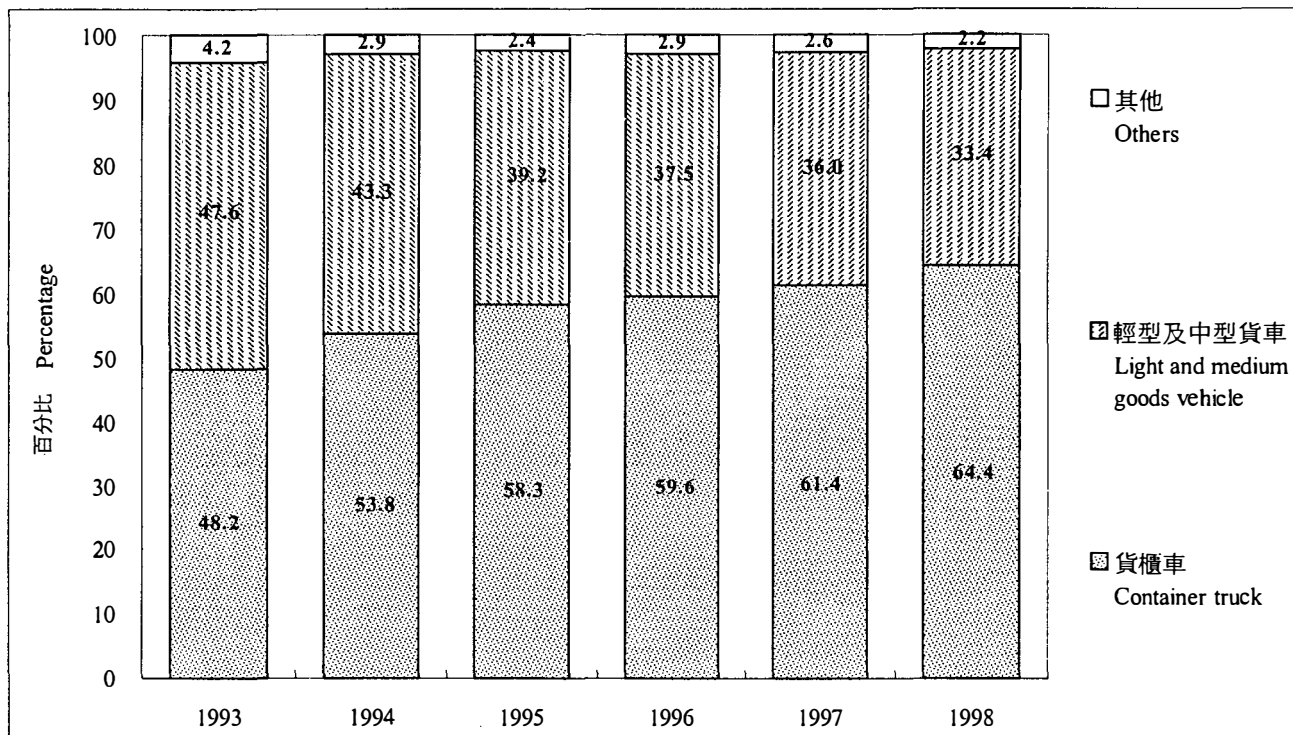
5.3 事實上，不同類型的貨運車輛有不同的載貨重量。表四概列了一九九八年按貨運車輛類型分析的平均載貨重量。抵港貨物平均重量在輕型貨車所載運的 0.3 公噸至其他貨運車輛的 13.5 公噸之間。對於離港貨物來說，輕型貨車的平均載貨重量最小（0.5 公噸），40/45 呎貨櫃車的平均載貨重量則最大（17.8 公噸）。

5.3 In fact, the weight of the cargo carried varies for different types of goods vehicles. Table 4 shows the average weight of goods carried by type of goods vehicle in 1998. The average load of inward cargo ranged from 0.3 tonnes for a light goods vehicle to 13.5 tonnes for other goods vehicle. As regards the outward cargo, the average load was the smallest for a light goods vehicle (0.5 tonnes) and the largest for a 40/45-foot container truck (17.8 tonnes).

5.4 平均來說，抵港貨物比離港貨物輕，這可能是由於運回香港的貨物主要是供運往海外的製成品，這些貨物的重量往往受包裝限制，因此遠較高密度裝運往內地加工的原料及半製成品為輕。

5.4 It can be noted that the inward cargo was much lighter than the outward cargo on average. It was possibly because the goods returned to Hong Kong were mainly finished goods to be shipped overseas. The weight of the goods was limited by the packing and hence was much smaller than that of the densely packed raw materials and semi-manufactures sent to the Mainland for processing.

圖二 按貨運車輛類型分析道路裝運貨物的百分比
Chart 2 Percentage Share of Road Cargo by Type of Goods Vehicle



表四 一九九八年按貨運車輛類型分析道路裝運貨物的平均重量
Table 4 Average Weight of Cargo Carried by Type of Goods Vehicle, 1998

運輸方向 Direction of movement	20呎 貨櫃車	40/45呎 貨櫃車	輕型貨車	中型貨車	其他	所有類型
	20' container truck	40'/45' container truck	Light goods vehicle	Medium goods vehicle	Others	All types
抵港 Inward	6.9	8.3	0.3	3.6	13.5	5.6
離港 Outward	15.5	17.8	0.5	4.4	15.3	9.2

公噸
Tonnes