# Content

## Preface

- Background of the Study .................................................. 2
- Objectives of the Study ....................................................... 3
- Scope of the Study ........................................................... 3
- Characteristics of the Study ................................................ 5

## Summary

- Development Objectives .................................................... 7
- Development Strategies ..................................................... 8
- Master Spatial Coordination Plans ........................................ 10
- Plans for Cooperative Development of Transportation ............... 14
- Ecological/Environmental Protection Plans .............................. 17
- Plans for Cooperative Development of Cross-boundary Areas ....... 19
- Improvement of the Regional Coordination Mechanisms ............. 21
- Major Tasks in the Short Term ............................................ 22

## Part I Objectives and Strategies

### Chapter 1 To Learn about the City-region .......................... 26

- 1.1 Spatial Characteristics .................................................. 27
- 1.2 Important Status ........................................................ 31
- 1.3 Major Problems .......................................................... 33
- 1.4 New Circumstances ...................................................... 35
- 1.5 Direction of Spatial Development .................................... 36

### Chapter 2 Development Objectives .................................... 38

- 2.1 Overall Objectives ....................................................... 38
- 2.2 Objectives by Areas ..................................................... 39
- 2.3 Objectives by Phases .................................................... 40

### Chapter 3 Development Strategies .................................... 43

- 3.1 Strategy for Optimizing Spatial Structure ......................... 43
- 3.2 Strategy for High Accessibility ....................................... 51
3.3 Strategy for Quality Environment ................................................................. 54

**Part II Spatial Plans**

**Chapter 4 Master Spatial Coordination Plans** .................................................. 60

- 4.1 Plans for Bay Area Development ............................................................... 60
- 4.2 Plans for Metropolitan Area Development .................................................. 64
- 4.3 Plans for Axis Development ....................................................................... 66
- 4.4 Plans for Tier Development ....................................................................... 69
- 4.5 Sub-regional Development Plans ............................................................... 72
- 4.6 Poly-centric Development Plans .................................................................. 74

**Chapter 5 Plans for Cooperative Development of Transportation** ...................... 78

- 5.1 Regional Transportation Hub Plan ............................................................... 78
- 5.2 Intercity Transportation Plan ...................................................................... 89
- 5.3 Cross-boundary Transportation Plan ............................................................ 91

**Chapter 6 Ecological/Environmental Protection Plans** ........................................ 101

- 6.1 Optimization of the Eco-Security System ..................................................... 101
- 6.2 Prevention and Control of Regional Environmental Pollution ..................... 104
- 6.3 Designation of Environmental Protection Duties ........................................... 110
- 6.4 Strengthening the Ecological/Environmental Protection of the Bay Area ......... 114
- 6.5 Joint Ecological/Environmental Studies ....................................................... 115

**Chapter 7 Cross-boundary Cooperative Development Plans** ............................ 117

- 7.1 Cooperation Plans for the Adjoining Areas .................................................. 117
- 7.2 Cooperation Plans for the Non-adjointing Areas .......................................... 126

**Part III Coordination and Actions**

**Chapter 8 Improvement of the Regional Coordination Mechanisms** ................... 136

- 8.1 Current Situation of the Existing Coordination Mechanisms ......................... 136
- 8.2 Suggestions to Improve the Regional Coordination Mechanisms ................ 139
8.3 Improvements of Town Planning Coordination Mechanisms .......................... 143

Chapter 9  Major Tasks in the Short Term ......................................................... 146
9.1 Cooperation in Cross-boundary Transportation ........................................ 146
9.2 Cooperation among Cross-boundary Areas ............................................. 148
9.3 Cooperation in Ecological/Environmental Protection .............................. 150
9.4 Establishment of Coordination Mechanisms ............................................. 150

Appendix I: Organizing Units of the Study ..................................................... 152
Appendix II: Members of the Panel of Expert Advisors ................................. 153
Appendix III: Key Members of the Study Team ............................................. 156
Preface

The "Planning Study on the Coordinated Development of the Greater Pearl River Delta (PRD) Townships" (the "Greater PRD Study") is the first strategic planning study undertaken with the agreement among the Hong Kong and Macao Affairs Office of the State Council and the governments of Guangdong Province, Hong Kong Special Administrative Region (SAR) and Macao SAR. It is conducted under the framework of "One Country, Two Systems" by the Construction Department of Guangdong Province, Development Bureau of Hong Kong SAR and Secretariat for Transport and Public Works of Macao SAR under the steer of the Expert Group on Hong Kong/Guangdong Town Planning and Development and the Expert Group on Macao/Guangdong Town Planning and Development. This is also the first study in China on coordination of spatial planning involving different systems. It demonstrates an innovative and important step in the cooperation between Guangdong, Hong Kong and Macao from a "non-institutional" approach led mainly by market to an "institutional" approach led by both government and market.

"The Greater PRD Study" commenced officially in March 2006 and took three years for completion, after undergoing the stages of topical study, technical study and consolidation of findings. The topical study stage (from March 2006 to November 2007) involved 26 topics. The findings of topical studies were refined in the technical study stage (from December 2007 to April 2009), during which the key study issues were substantiated to address the significant changes in the macro-economy of China and overseas since the second half of 2007 and the implementation of the "Outline of the Plan for the Reform and Development of the Pearl River Delta" ("the Outline"). In the consolidation of the findings (from May 2009 to July 2009), the characteristics of the study were highlighted, emphasizing the forward-looking and innovative approach as detailed in this report. The study was monitored by the Expert Groups on Hong Kong/Guangdong and Macao/Guangdong Town Planning and Development. Furthermore, comments from a group of specialist advisors comprising 31 renowned experts in the Mainland, Hong Kong and Macao had been sought. The findings of the study were endorsed at a joint meeting between the Expert Groups on Hong Kong/Guangdong and Macao/Guangdong Town Planning and Development.

The findings of this study serve as a high-level strategic outline of recommendations on key planning issues for the reference of the governments of Guangdong, Hong Kong and Macao in formulating policies in regional cooperation and cross-boundary matters. However, the implementation of the recommendations should be subject to the policies and resource allocations of the Central Government and governments of Guangdong Province and the two SARs. In addition, given the different systems of Guangdong, Hong Kong and Macao, further discussions, studies and public consultations by the respective governments should be carried out before the recommendations are implemented.
Background of the Study

The Greater PRD region is one of areas in the world witnessing the most rapid development in the last 20 years of the 20th century. Such rapid and continuous growth was driven by China's reform and open door policies, as well as the long-term and stable cooperation between Guangdong, Hong Kong and Macao, both officially and non-officially. As a result, the economic, social and cultural development of the three places has gone past the long-established administrative boundaries, even beyond the control of individual governments. The topic on the "Coordinated Development of the Greater PRD Townships" first originated from the common vision of Guangdong, Hong Kong and Macao to establish a "closer cooperation relationship" and their consensus to build "one of the most prosperous and vibrant economic centres in the world" under the "One Country, Two Systems" framework. It was under this background that the Hong Kong/Guangdong Cooperation Joint Conference decided at its 7th plenary (August 2004) to jointly commission the "Greater PRD Study".

The 21st century is a century for cities, during which the formation of "city-regions" (see Column 0-1) is an important form of urbanization, and "city-regions" have become the most important geographical units in global competition. In the Technical Report of this Study, it is demonstrated that in the era of globalization, the well developed "city-regions" in the world are also major spatial units of a country participating in the international competition, the leaders in division of labour in global economy and the most important economic centres. Whether those functions of a "city-region" can be brought into play depends on whether the concerned cities are administered under a co-ordinated framework of the city-region. This requires closer integration in planning, service provision and policy formulation as opposed to the unco-ordinated administration of cities in the past. In this perspective, the undertaking of the "Greater PRD Study" jointly by Guangdong, Hong Kong and Macao serves to pave way for all the cities in the Greater PRD to achieve prosperity and improve global competitiveness.

Column 0-1: "City-region"

"City-region" has been used in Mainland China as a planning term in the past 10 years referring to the regions undergoing rapid urbanization, such as the PRD, Yangtze River Delta and Beijing-Tianjin-Hebei regions. This concept originates from the concepts such as the "Metropolitan Area", "Megalopolis" and "Megacities", as referred to in overseas urbanization studies. "City-regions" are formed by the clustering of numerous cities and towns around one or more larger "centres" and are generally known to be the areas of a country which are socially and economically most developed. These cities and towns are adjacent to each others geographically and are linked together functionally. They exist as independent entities with distinct administrative boundaries, but are integrated in terms of social, economic and environmental interaction beyond the boundaries. They are linked by intensive flow of people, goods and information, which is made possible by advanced and modern transport and communication facilities, forming a functional city-region not bound by administrative boundaries.
Objectives of the Study

Based on a series of studies and analyses, the "Greater PRD Study" serves to recommend on the ways through which Guangdong, Hong Kong and Macao can coordinate or cooperate with each other to establish the Greater PRD City-region as an integrated region for meeting new opportunities and challenges, and satisfying the increasingly strong demand for cooperation in the social, economic and environmental aspects under a common development vision.

The major objective of the study is to formulate strategies, action plans and mechanisms for coordination in spatial development of the Greater PRD City-region under the "One Country, Two Systems" framework, by taking a forward looking approach and with emphasis on issues including regional spatial structure, cross-boundary transportation, cooperation among cross-boundary areas and ecological and environmental protection. The study serves to put forward spatial development strategies that can promote economic development, social integration and environmental improvement in the region; provide a framework for establishing the region as the most prosperous and vibrant economic centre of the world; and serve as a reference for the governments of Guangdong, Hong Kong and Macao in formulating regional cooperation policies and determining the way forward.

Scope of the Study

The Greater PRD City-region has all along been China's leading region pioneering reform and open door policies, and is also the major area of cooperation among Hong Kong, Macao and the Mainland. The successful cooperation among Guangdong, Hong Kong and Macao in the past 30 years has created a city-region which is one of the most unique in the world. In co-ordinating development, the region has dealt and will continue to deal with numerous complicated issues.

One of the basic principles underlining the "Greater PRD Study" is that the recommendations to be made should be based on the established development plans of the concerned cities, with necessary adjustment and consolidation, and should be specific to the special needs of the city-region and implementable. On this basis, the study began with a focus on the key issues involving "cross-boundary" coordination, including mainly the overall development strategies of the Greater PRD City-region, strategies for cross-boundary transportation and cooperation, regional strategic environmental impact assessment and protection/utilization of resources, mechanisms for coordination in development, and imminent major tasks of coordination. In late 2008, a topical study on co-ordinated development between Macao and the west bank of Pearl River Estuary was also launched. There were thus five special topics undertaken in the study (see Column 0-2).

After the completion of the topical studies, there have been major changes in various circumstances, such as the adjustment of China's trade...
policies in outward processing of manufacturing products, the pressure exerted by international markets regarding the export of outward processing products, global financial crisis caused by the sub-prime mortgage crisis of the United States of America (USA), and the promulgation of "the Outline". The original scope of the study had been adjusted to address these changes. Since "the Outline", which sets out a comprehensive planning framework from the national perspective on the development objectives, strategies and actions for the PRD region in the next 10 years, has given unprecedented emphasis on the cooperation among Guangdong, Hong Kong and Macao, the "Greater PRD Study" has enriched the analysis of the issues with significance in "cross-boundary" cooperation with a view to providing guidance for closer cooperation among the three places as emphasized in "the Outline". The ultimate focus of the study is on the regional spatial structure, cross-boundary transportation and protection of ecology and environment. The enhancement

Column 0-2: Major scope of the topical studies

**Topic 1 —— Study on the overall development strategies:** by analyzing the development history, characteristics and existing problems of the Greater PRD City-region, this topical study served to assess in a scientific manner the development trend, opportunities and challenges of the City-region; identify the differences with other developed city-regions in the world and the causes behind; and set out suggestions on the regional development objectives and strategies for further study.

**Topic 2 —— Study on the strategies for cross-boundary transportation and cooperation:** by analyzing the coordination in cross-boundary transport arrangement and development of areas adjoining the boundaries among Guangdong, Hong Kong and Macao, this topical study aimed to explore the ways to relieve the constraints for cooperation among the three places due to differences in systems; promote regional integration; bring into play the roles of the three places to complement each other; and enhance the overall regional competitiveness. This study also explored the ways to develop high quality and multi-level transport network to strengthen the accessibility within the Greater PRD City-region and extend its influence outward; and improve the management and coordination modes in land utilization and development/protection of resources among the cross-boundary areas.

**Topic 3 —— Strategic environmental impact assessment and the protection and utilization of resources:** by analyzing the characteristics of the environmental resources in the Greater PRD City-region, this topical study aimed to evaluate the capacity of the regional environmental and eco-system, assess the potential environmental impacts that may be brought about by the existing and future social and economic developments, formulate corresponding environmental measures and feasible remedy options, with a view to setting a reasonable balance between development and environmental protection. It also sought to improve the quality of living environment, implement ways of sustainable development, formulate regional greening plans for the Greater PRD City-region, and formulate relevant protection and management plans for selected areas with important ecological value.

**Topic 4 —— Recommendations on the mechanisms of coordination in development and key coordination work in short term:** by conducting comparison study on the mechanisms of regional coordination, this topical study aimed to make recommendations on the mechanisms for coordination in regional development, and formulate short-term action plans and medium and long-term coordination strategies to facilitate coordination.

**Topic 5 —— Study on the coordinated development of Macao and the west bank of PRD:** by studying Macao's development history, characteristics, current conditions and linkage with other areas in the Greater PRD City-region, this topical study aimed to capture new development opportunities arising from the implementation of Hong Kong-Zhuhai-Macao Bridge and the development of Hengqin Island, and make recommendations on the spatial pattern and development strategies for the coordinated development between Macao and the west bank of PRD.
of these three issues is recommended as the strategies for realizing the overall development objectives of the Greater PRD City-region in the next 10-20 years.

**Characteristics of the Study**

A cross-boundary study based on the framework of "One Country, Two Systems": "One Country, Two Systems" is China's special arrangement to ensure the long-term prosperity and stability of Hong Kong and Macao after their return to Chinese sovereignty. Under this arrangement, the Greater PRD City-region enjoys unique locational advantages but is also subject to unique constraints (Column 0-3), which do not exist in other regions of China. The need to deal with a "cross-boundary" region under the "One Country, Two Systems" framework is the basic characteristic of this study.

**Column 0-3: The unique locational advantages and constraints**
In spite of the differences in the systems between Guangdong and Hong Kong, and between Guangdong and Macao, the highly open and liberal mode of economic operation of Hong Kong and Macao and the PRD's "early and pilot implementation" scheme of reform could be organically integrated through cooperation and mutual complementation. The integration will result in unique locational advantages for the Greater PRD City-region enabling Hong Kong, Macao and all the cities in the PRD to benefit. On the other hand, the key production factors in the region, notably labour, are not freely mobile, thereby increasing the costs for individuals, enterprises and public administration for joint development in the Greater PRD City-region. This has become a unique constraint for the Greater PRD City-region to improve its overall regional competitiveness, which does not exist in other regions in China.

A regional study focused on the spatial aspect: unlike the planning studies on other city-regions in the Mainland, which may involve a wide range of issues, the "Greater PRD Study" focuses on three key spatial aspects, namely the regional spatial structure, cross-boundary transportation and ecology/environment, and emphasizes on the possible joint actions for Guangdong, Hong Kong and Macao. This is not only because of the differences in administrative and economic systems among the three places, but also due to the fact that "the Outline" has explicitly set out the functional roles of the PRD and its cities from the national perspective, and comprehensive and systematic arrangements on the reform and development of the economy, society and environmental management in the region.

A study for coordination and cooperation on a win-win basis: "the Greater PRD Study" focuses on coordination in development with a view to easing the flow of key economic factors, rather than an integration of administrative jurisdictions. The future prosperity of the concerned cities will increasingly depend on their ability to cooperate with each others when participating in global competition. Of course, this does not mean that all cities should replace individual objectives and benefits with the regional goals, but it means that while seeking to realize individual objectives and benefits, all cities should cooperate to achieve mutual benefits and resolve conflicts. As such, this study has paid more attention to the problems that exist in the coordination among Guangdong, Hong Kong and Macao and need to be solved jointly by
the three places. It is also concerned about the importance of balancing the responsibilities and benefits among Guangdong, Hong Kong and Macao in the coordinated development of the Greater PRD City-region. In this regard, the established development plans of the concerned cities were taken as the basis of this study, and the establishment of coordination mechanisms is one of the key study issues.

The Greater PRD City-region has become a well-known economic miracle in less than 30 years, and has proved to the world the possibility of extraordinary growth. However, the global financial crisis in 2008 caused by the sub-prime mortgage crisis of USA also reminds the world that future economic development is highly uncertain. All these suggest that the path of future development of the Greater PRD City-region may not be unfolded as forecast in the "Greater PRD Study". Guangdong, Hong Kong and Macao would need to make timely adjustments to the recommendations in this study through collective actions and capitalizing on individual advantages.
Summary

This report summarizes the findings of the "Greater PRD Study", and is divided into three parts and nine chapters. The first part, entitled "Objectives and Strategies", expounds in three chapters on the characteristics, challenges and progress of the development of the Greater PRD City-region and sets out the recommended development objectives and spatial strategies. The second part, entitled "Spatial Plans", presents in four chapters the recommendations for realizing the development objectives and implementing the spatial strategies in four areas, namely the master spatial coordination plans, plans for cooperative development of transportation, ecological and environmental protection plans, and cross-boundary cooperative development plans. The third part, entitled "Coordination and Actions", presents in two chapters recommendations on improving the regional coordination mechanisms and the major tasks in the short term. The main findings of the study are summarized as follows:

Development Objectives

The recommended development objectives of the Greater PRD City-region are in three aspects, namely, the overall objectives, objectives by areas and objectives by phases.

Overall objectives: to build a coordinated and sustainable world-class city-region that is vibrant and globally competitive, with joint efforts of Guangdong, Hong Kong and Macao. In more specific terms, the objectives are to build (1) a world-class city-region of global competitiveness and influences; (2) a world-class advanced manufacturing base with innovation abilities; (3) a highly open world-class centre of modern services; (4) a world-class domestic and international transportation hub; (5) a cultural centre of global influences; and (6) a quality living area that is affluent, civilized, harmonious and liveable.

Objectives by areas: PRD - to develop into a world-class advanced manufacturing and modern service industry base and an important economic centre of China; Hong Kong - to continue to strengthen its position as an international metropolis in Asia, develop its international finance, trading, shipping, logistics and high value-added service industries, further upgrade to a major worldwide modern service centre and strive to develop into a quality living global city; Macao - to become the most attractive tourism and leisure centre and regional trading and commercial service platform in the world.

Objectives by phases: Short-term (2012) - to deal with the financial crisis and minimize the negative impacts of the crisis by such means as regional cooperation, restructuring of industries and macro-economic control by government. Medium-term (2020) - to reduce the barriers for the flow of key economic factors and fully optimize the overall spatial structure of the city-region, and ensure the Bay Area of Pearl River Estuary possesses all prerequisites to become one of the most developed city-regions in the world. Long-term (2030) - to further enhance the flow of key economic factors
within and outside the region, achieve a high degree of regional economic integration, and grow into a highly developed world-class city-region.

Development Strategies

Three major development strategies for the Greater PRD City-region are recommended, namely the strategies for optimization of spatial structure, high accessibility and quality environment.

Strategy for optimization of spatial structure: creating an overall spatial structure featuring the "focus at the Bay Area and three Metropolitan Areas", "development of three Axes and four Tiers" and "development of three Sub-regions in a poly-centric pattern".

The "Bay Area" and the "three Metropolitan Areas" refer to the Bay Area of Pearl River Estuary and the three Metropolitan Areas formed by Guangzhou and Foshan, Hong Kong and Shenzhen, and Macao and Zhuhai. They constitute the economic, social and ecological/environmental core of the Greater PRD City-region. The aim of the strategy of "focusing at the Bay Area and the three Metropolitan Areas" is to establish a development core with global attraction through the formation of a highly efficient spatial structure. Externally, the Bay Area and the three Metropolitan Areas, as the core of the Greater PRD City-region, should carry out the functions of global cities like New York, London and Tokyo. Internally, they should take a pivotal role in promoting the overall development of the Greater PRD City-region and "Circum-PRD", and serving as an economic centre of China.

The "three Axes" and "four Tiers" include the "Guangzhou/Shenzhen/Hong Kong", "Guangzhou/Zhuhai/Macao", "Coastal" Development Axes, and the four-tier development framework, with the Bay Area as the core tier, the outer Greater PRD region as the "consolidation-expansion" tier, and the "Circum-PRD" and "Pan-PRD" regions as the hinterland tiers. The strategy of "development of three Axes and four tiers" serves to reinforce the core functions of the Bay Area and the three Metropolitan Areas, and also stimulate the development of the outer Greater PRD region and the "Circum-PRD" region for the expansion of hinterland and market.

The "three Sub-regions" and the "poly-centric pattern" refer to the "Hong Kong/Shenzhen/Dongguan/Huizhou", "Guangzhou/Foshan/Zhaoqing" and "Macao/Zhuhai/Zhongshan/Jiangmen" Sub-regions and the various types of functional centres in the Greater PRD. The strategy of "development of three Sub-regions in a poly-centric pattern" emphasizes balanced development of the Greater PRD City-region as a whole as well as the growth of specific regional centres, sub-regional integrated centres, specialized centres and specialized towns in the region. The main purpose of the strategy is to facilitate establishment of the three economic zones proposed under "the Outline" through promoting collaborated and balanced developments, while allowing specialized development of individual place and "smart growth" in the city-region.
Strategy for High Accessibility: to establish a systematic transport network with the Bay Area as the hub of external links, "intercity one-hour commuting circle" and "seamless connections" in cross-boundary traffic.

The Bay Area as the hub of external links: to establish a multi-airport system and an integrated port system with positive competition, cooperation and high operational efficiency in the Bay Area. Connections between the major traffic nodes, including the airports and ports, should be strengthened to reinforce the Bay Area’s function as a hub of external links.

Intercity one-hour commuting circle: to allow commuting between any two places within the Bay Area, the three Sub-regions as well as the three Metropolitan Areas in the city-region to be completed in one hour, mainly by railways and expressways.

"Seamless connections" in cross-boundary traffic: Hong Kong, Macao and PRD to work together to enhance the cross-boundary transport networks and facilities in order to reduce the time and cost of crossing boundaries, and thus increase the overall transport efficiency in the Greater PRD City-region.

Strategy for Quality Environment: to establish a comprehensive regional eco-security system, cooperate in regional environmental management and demarcate environmental protection duties of each city.

To establish a comprehensive regional eco-security system: a comprehensive regional eco-security system comprising the three major rivers (as river-based eco-corridors), seven mountain ranges (as mountain-based eco-corridors) and three vertical and three horizontal trunk routes (as traffic eco-corridors) should be established. Emphasis should be put on the protection of major functional origins and nodes of ecological significance to create an integrated system comprising clean water and green hills as the main elements and green belts as an important landscape setting.

To cooperate in regional environmental management: joint efforts should be made in the management of atmospheric and aquatic environment in the region. The control over major pollution sources and polluted areas should be undertaken in a more comprehensive approach. The ecosystem of the Pearl River Estuary should be protected to make it a key part of the quality ecology/environment of the Bay Area.

To demarcate environmental protection duties of each city: the roles of each city in the establishment and protection of ecological areas should be clearly defined. Joint efforts should be made to implement regional environmental management and related technical measures to enhance the environmental protection in the region. Common environmental objectives should be formulated and implemented to safeguard ecological/environmental protection.
Master Spatial Coordination Plans

In order to implement the strategy for optimization of spatial structure, this report suggests six master spatial coordination plans, including the plans for Bay Area development, Metropolitan Area development, Axis development, Tier development, Sub-region development and poly-centric development.

Plans for Bay Area Development: to establish an "innovation bay for early and pilot implementation" with the main development axis formed by Guangzhou-Shenzhen-Hong Kong to facilitate opening up of the existing system to accommodate innovations, adopting innovative approaches of land development and management, and undertaking studies on formulating common practices and standards among Guangdong, Hong Kong and Macao; to establish a "high-end industry co-operation bay" through optimizing the distribution of industries and developing a world-class advanced manufacturing and modern service base; to create an "internally and externally accessible hub bay" through building rapid and convenient linkages between the transportation hubs in PRD, Hong Kong and Macao; to create an "ecological bay with blue sky and clean water" through the control of air and water pollution and the building up of green and liveable environment; to create a "scenic bay" with proper development intensity through adopting "smart growth concept" in land development, consolidating urban developments in clusters, developing "sunshine coasts" for leisure activities, building up waterfront landscape with distinctive features, and establishing harmonious and vibrant city features; and to develop a "pioneer vibrant bay" to facilitate integrating different cultures and establishing a region of innovation.

Plans for Metropolitan Area Development: to develop an integrated "Guangzhou-Foshan Metropolitan Area", an international "Hong Kong-Shenzhen Metropolitan Area" and a distinctive "Macao-Zhuhai Metropolitan Area".

—— An integrated "Guangzhou-Foshan Metropolitan Area": to formulate the urban plan for the integration of Guangzhou and Foshan with a view to serving as a model for economic integration and guidance for strengthening linkages of government administration and integration of resources and functions; expedite the implementation of the cooperation agreements made for the integration of Guangzhou and Foshan in key areas such as energy, education, culture, employment, social security and quality human resources.

—— An international "Hong Kong-Shenzhen Metropolitan Area": to continue the implementation of the "Cooperation Agreement on Shenzhen/Hong Kong Innovation Circle" and the relevant cooperation projects, strengthen the cooperation between Shenzhen and Hong Kong that combines the functions of the production, education and research sectors with a view of establishing strategic alliances among the three sectors to facilitate innovations at the regional as well as national levels; Hong Kong to cooperate with Shenzhen in the allocation and flow of key resources while strengthening
its status as the international servicing centre, with a view to developing both cities into a global financial, logistics, trading, innovation and innovative cultural centre as well as an international metropolis.

—— A distinctive "Macao-Zhuhai Metropolitan Area": to implement the consensuses between Macao and Zhuhai on cross-boundary cooperation, commence the construction of important transportation infrastructure such as the Hong Kong-Zhuhai-Macao Bridge, Guangzhou-Zhuhai Intercity Rail Transit (extending to Hengqin Island) and the projects for linking up the cross-boundary transport infrastructure, and build an integrated transportation hub on the west coast of Pearl River Estuary; create a new economic growth pole with international competitiveness on the west coast of Pearl River Estuary by utilizing the edges of Macao's consumer service industry and Zhuhai's resources in land, tourism, etc; adopt innovative mechanisms in spatial management and accelerate cooperation in land utilization; explore a "smart growth concept" for economic development, and fully realize the opportunities for industrial development set out in "the Outline"; on the basis of the tourism industry in Macao and Zhuhai, establish diversified leisure and tourist spots and an international service centre with Hengqin Island as the development core.

Plans for Axis Development: to optimize the "Guangzhou - Shenzhen - Hong Kong Development Axis", enhance the "Guangzhou - Zhuhai - Macao Development Axis", and create the "Coastal Development Axis".

—— Optimization of the "Guangzhou - Shenzhen - Hong Kong Development Axis": to improve the quality of developments through proper planning for urban-rural integration and urban regeneration, replacing the low-quality, wide-sprawling mode of industrial developments and land use pattern, with more focused and "smart growth" approach; coordinate the planning and construction of transportation infrastructure and implement "seamless connections" among the intercity rapid rail transit networks, cross-boundary routes and intra-city transportation systems; strengthen the cooperation between Hong Kong and Shenzhen in land utilization to facilitate establishment of a world-class high and new technology industry base.

—— Enhancement of the "Guangzhou - Zhuhai - Macao Development Axis": to intensify the development by formulating an action plan to narrow the development gap between the east and west coast of Pearl River and integrating the specialized towns and industrial zones into specialized centres by such means as the consolidation of administrative functions and urban-rural integration; undertake thematic planning on tourism, explore the use of transportation infrastructure in integrating tourism resources, establish key tour routes and encourage cross-boundary cooperation between the service sectors in Zhuhai and Macao to raise the servicing standards along the development axis.

—— Creation of the "Coastal Development Axis": to create a continuous development space by expediting the construction of Hong Kong-
Summary

Zhuhai-Macao Bridge and the study of Shenzhen-Zhongshan Bridge; promote the development of high standard projects and establish a new model of land use and urban/rural structure with more efficient and effective utilization of resources through proper planning and environmental assessment.

Plans for Tier Development: to strengthen the role of the Bay Area as the focus of the region, bring into play the function of the outer Greater PRD in the consolidation and expansion of regional developments, strengthen the radiation of the influences of the Greater PRD into "Circum-PRD", expand the economic hinterland in the "Pan-PRD", and link up with the international and domestic markets.

—— Strengthen the role of the Bay Area as the focus of the region: by implementing the Plans for Bay Area Development.

—— Bring into play the role of the outer Greater PRD in the consolidation and expansion of regional development: to radiate the influences of the Bay Area to a larger area by expanding the infrastructure such as intercity transit rails and expressways, consolidation and expansion of developments as well as division of functions within individual Sub-regions; develop Huizhou, Zhaoqing and Jiangmen into sub-regional centres; plan for new sub-regional specialized centres by integrating and adjusting the functions of individual administrative districts.

—— Strengthen the radiation into the "Circum-PRD": to establish the mechanisms for the co-ordination and cooperation among Guangdong, Hong Kong and Macao, implement the "double shift" of industries and workforce, and promote the relocation of industries into industrial parks; accelerate the planning and construction of major transportation corridors and study the ways to extend PRD's intercity transit rail into the outer cities; maintain the buffer function of the mountainous area in the north to conserve the ecology of the Greater PRD, give priority to the protection of the drinking water sources, and strengthen the protection of ecology and environment.

—— Expand the economic hinterland in the "Pan-PRD": to promote cooperation in the development, production and sales of energy projects, strengthen the linkage of land transportation systems such as railway networks, expressway networks and national and provincial highways linking the Greater PRD City-region and the Pan-PRD, promote cooperation in regional tourism, marketing of agricultural products, sharing of information, training and flow of workforce, and protection of the ecology and environment.

—— Link up with the international and domestic markets: to consolidate Guangzhou's position as an integrated transportation hub in the Mainland, enhance the construction of land transportation infrastructure linking the Greater PRD and the developed regions in the Mainland, and draw the State's attention to the importance of further strengthening the linkages among the city-regions in the Yangtze River Delta, Beijing-Tianjin-Hebei and the Greater PRD in the national planning level; establish an international
shipping hub system with Hong Kong as the centre and facilitate railway connections with South Asia, Middle East, Europe, North Africa and Southeast Asia; further strengthen the multilateral cooperation with Southeast Asia under the "10+1" free trade framework, organize international promotion conference for the Greater PRD, pave the way for Guangdong, Hong Kong and Macao to participate jointly in international R & D and technological innovation activities, and improve the image of Greater PRD.

**Plans for Sub-region Development:** to innovate the Eastern Sub-region, consolidate the Central Sub-region, and enhance the Western Sub-region.

--- **Innovation of the Eastern Sub-region:** to promote the development of eastern Guangdong, which would contribute to the development of the economic zone on the west coast of Taiwan Strait, through strengthening the development of and linkages among Hong Kong, Shenzhen and Huizhou by infrastructure facilities such as the Liantang/Heung Yuen Wai Boundary Control Point (BCP); promote cooperation among Hong Kong, Shenzhen and Dongguan in the development of high and new technology industries and establishment of a high and new technology industry corridor; implement the agreements among Shenzhen, Dongguan and Huizhou for further liaison and cooperation, undertake coordination in land utilization and distribution of industries by such means as urban renewal, and introduce innovative modes of economic development in the Sub-region; and establish an eco-security framework and coordination mechanisms to jointly protect the ecologically sensitive areas in the Sub-region.

--- **Consolidation of the Central Sub-region:** to expand the transportation infrastructure of Guangzhou to Zhaoqing on the basis of the Guangzhou – Foshan integration plan; strengthen the functions of the sub-regional centres such as the city centre of Zhaoqing, Chancheng, Shunde and Nanhai and develop industrial clusters in specialized towns; establish a landscape belt in Zhaoqing for ecological rehabilitation and improvement and tourism development; and improve the management of the catchment areas of Xi Jiang and Bei Jiang.

--- **Enhancement of the Western Sub-region:** to construct transportation infrastructure across Pearl River, enhance the connections among transportation facilities within the Sub-region, and the linkages between Hengqin Island and Jiangmen and areas further west; establish development centres with specific functions and develop high-quality economic growth poles within the Sub-region; utilize resources in sustainable approaches.

--- **Poly-centric Development Plans:** to enhance the functions of the six regional centres and five sub-regional integrated centres, develop a group of specialized centres playing significant role in the regional development, and upgrade and optimize the specialized towns.

--- **Enhancement of the functions of the six regional centres:** based on the missions set out in the relevant regional development strategies.
such as "the Outline" and the objective of developing the Bay Area as an area with functions of global cities, the six regional centres, namely Hong Kong, Guangzhou, Macao, Shenzhen, Zhuhai and Foshan should further upgrade themselves and implement division of functions to take up their respective functions in a world-class city-region.

--- Enhancement of the functions of the five sub-regional integrated centres: to establish Dongguan, Zhongshan, Jiangmen, Zhaoqing and Huizhou as sub-regional integrated service centres and strengthen the capability of these centres in providing integrated services through administrative measures, enhancing the accessibility to the regional intercity rapid transit network and the connection between the city transportation network and the regional transportation infrastructure; and emphasize differential and distinctive development of these five cities.

--- Development of Sub-regional specialized centres: to develop a group of specialized centres of regional significance through government's control at the macro-policy level such as the planning for regional integration and industrial zone concession policy; consolidate the resources to facilitate regional development and industrial conglomeration, and strengthen the advantages of the concerned districts or groups of districts.

--- Upgrading and optimization of specialized towns: to promote the development of specialized towns by giving support on aspects such as spatial arrangement and social security; promote and upgrade the image of specialized towns by such means as product promotion conferences, trade fairs and centralized business and investment promotions; and encourage specialized towns to innovate and upgrade themselves through comprehensive training, production, education and research programmes.

Plans for Cooperative Development of Transportation

Three plans for cooperative development of transportation are recommended to realize the "Strategy for High Accessibility". These include the plans of regional transportation hub, "intercity one-hour commuting circle" and "seamless connections" in cross-boundary traffic.

Plans of regional transportation hub: including the establishment of a "multi-airport system" and an "integrated port system", development of South China railway hub, enhancement of the expressway networks connecting Guangdong province with other places, development of the water-based transportation system, and the development of the Bay Area into an integrated transportation hub. Details are as follows:

--- Establishment of a "multi-airport system": to implement the "Action Agenda for the implementation of "the Outline" by the five major airports in the Greater PRD Region", request the Central Government to open up airspace, foster the sharing of resources and division of functions, and construct transport corridors to link up the airports with transportation
hubs; undertake researches and pilot schemes for encouraging specialized development of the other airports; explore the feasibility of developing helicopter transportation system in parallel with applying to the State for opening-up the low-altitude airspace; and formulate thematic plans for "multi-airport system".

—— Establishment of an "integrated port system": to coordinate the functions of ports through market negotiation and adjustment by operators; enhance the transport network serving the ports with focus on large-capacity, energy-saving and environment-friendly transportation means, such as waterway and railway; improve the cargo delivery capacity, establish subsidiary container ports in the inland-river areas and enhance the efficiency of major ports in the region; strengthen the overall competitiveness of the region, monitor the development of water-based transport in the neighboring city-regions and its impact on the shipping and port system of Greater PRD; and formulate thematic plans for the coordinated development of the ports.

—— Development of South China railway hub: to actively promote the construction of external rail links, optimize the connections between the region's intercity rapid rail transit network and the State's high-speed rail network, foster the connections among the railways in Hong Kong, Macao, PRD and the Mainland China, study the feasibility of constructing a coastal express railway across the Pearl River Estuary, coordinate the designation of high-speed railway stations, allow more flexibility for the Hong Kong/Shenzhen Metropolitan Area in the arrangement of railway routes, promote the development of railway stations in medium-size cities, explore the ways to increase the effectiveness of multi-modal transportation between the Mainland's railway network and the international airports and ports in Hong Kong and Macao, and look into the implications of the Mainland's railway development on ocean shipping of Greater PRD in the future.

—— Enhancement of the expressway network connecting Guangdong Province with other places: to expedite the construction of the planned expressways connecting the peripheral cities of Guangdong Province with areas outside the province, and strengthen the connections between the highway network in Greater PRD and the State's expressway network.

—— Development of the water-based transportation system: to maximize the potential of water-based transport by improving the navigation channels and using highly efficient vessels, make full use of the water-based transport during special occasions like the Spring Festival and the tourism golden weeks, create a "golden tourism route" along Pearl River, and bring the function of vessels into full play in cross-boundary transportation.

—— Development of the Bay Area into an integrated transportation hub: to realize "seamless connections" among all transportation means, enhance the operation capacity of important railway hubs and civil airports, reinforce the connections and cooperation between the three Metropolitan Areas in PRD and coordinate the planning and development of the intercity railway system for linking up with the transportation nodes at all levels.
Intercity one-hour commuting circle: including the establishment of the "one-hour commuting circle within Bay Area", "one-hour commuting circle within Sub-regions" and "one-hour commuting circle within Metropolitan Areas".

--- One-hour commuting circle within Bay Area: to speed up the construction of the three express routes between Guangzhou/Foshan and Hong Kong/Shenzhen, the two express routes between Guangzhou/Foshan and Zhuhai/Macao, as well as the two express routes between Hong Kong/Shenzhen and Zhuhai/Macao, and the realization of "seamless connections" between these routes and the transportation networks within individual cities; study on building intercity rail across Pearl River Estuary; intensify the development of stations of the intercity rail network and reinforce the links between the intercity rail network and major airports, railway stations and long-distance bus stations.

--- One-hour commuting circle within Sub-regions: to enhance the accessibility of the centres of the three Metropolitan Areas from other cities in their respective sub-regions by improving the intercity railway and expressway networks; make Huizhou, Zhaoqing, and Jiangmen major transportation hubs in the intercity railway network; strengthen the connections between the intercity railway systems and the traffic network within cities through improved road systems.

--- One-hour commuting circle within Metropolitan Areas: to enhance the accessibility within the three Metropolitan Areas by improving specific road sections.

"Seamless connections" in cross-boundary traffic: including the reinforcement of connections amongst cross-boundary transport networks, upgrading of the cross-boundary facilities and promotion of coordinated management of cross-boundary traffic.

--- Reinforcing connections between cross-boundary traffic routes: to construct or undertake study on major cross-boundary routes, such as the Guangzhou-Shenzhen-Hong Kong Express Railway, Hong Kong-Shenzhen Western Express Line, Hong Kong-Shenzhen Eastern Corridor, Hong Kong-Zhuhai-Macao Bridge, and Guangzhou-Zhuhai Intercity Railway; reinforce the separated flow of passenger and cargo; provide efficient linkages between the cross-boundary routes and the transportation systems within individual cities; and rectify the peripheral position of Hong Kong and Macao in the overall transportation system of China through improving the connections between the two cities’ road networks and the regional intercity road network.

--- Upgrading the cross-boundary facilities: to relieve the constraints of the existing facilities in meeting cross-boundary flow by building new facilities and improving the capacity of existing facilities through expansion, separating passenger and cargo flows and reinforcing
connections with public transport systems; enhance the cross-boundary facilities among "non-adjoining areas" (see p.117) in the Greater PRD City-region through increasing such facilities and promoting the implementation of cross-boundary facilities for "inland through-train service" (see footnote at p.99); actively promote cross-boundary through train services to link up major transportation hubs in PRD, Hong Kong and Macao for convenient multi-mode transportation.

— Promoting coordinated management of cross-boundary traffic: to reinforce the studies on coordinated management of cross-boundary traffic, streamline the clearance procedure and adopt innovative mode of clearance.

Ecological/Environmental Protection Plans

To implement the "Strategy for Quality Environment", five ecological/environmental protection plans are set forth in this study. They include plans to optimize the eco-security system, control regional environmental pollution, determine environmental protection duties of different cities, reinforce the ecological/environmental protection of the Bay Area and strengthen the cooperation in ecological/environmental studies.

Plans to optimize the eco-security system: to establish an integrated eco-security system and protect the ecologically sensitive areas.

— Establishing an integrated eco-security system in the region: to establish three major rivers as "river-based eco-corridors", seven mountain ranges as "mountain-based eco-corridors" and three vertical and three horizontal trunk routes as "traffic eco-corridors"; protect nine major functional zones, 17 functional origins and seven nodes of ecological significance.

— Protecting the ecologically sensitive areas: to cooperate in protecting the ecologically sensitive hills, watercourses and nature reserves which do not adjoin the boundaries of Guangdong, Hong Kong and Macao but have significant bearing on the ecology of the region; and cooperate in protecting the ecologically sensitive areas which adjoin the boundaries of the three places and need cross-boundary management.

Plans to control the regional environmental pollution: to control air and water pollution and monitor major polluting sources.

— Controlling air pollution: to control acid rain and sulfur dioxide pollution by measures like reducing the discharge of pollutants from power plants, reinforcing the monitoring and control over pollutant discharge, and optimizing energy sources consumption pattern; control nitrogen oxides pollution through controlling automobile emissions and technology advancement; control inhalable particles pollution by stepping up the control of the cement industry, automobile exhaust emissions, power plant boiler discharge and fume emissions of the catering industry; control the pollution...
by volatile organic compounds (VOCs) through strengthening the concerned policy guidelines, regulating industrial emissions, fostering relevant studies and expanding the coverage of existing legislations.

—— Controlling water pollution: to implement comprehensive prevention and control measures to safeguard water quality, including the formulation of conservation plan and water supply, retrieval and drainage plans for Dong Jiang and Xi Jiang, as well as implementing river rectification works; take advantage of the established financial markets in Hong Kong and Macao to raise funding for speeding up the construction of domestic sewage treatment plants; separate the rainwater and sewage channels; and continue the cleaning of harbours.

—— Monitoring major polluting sources: to control industrial pollution by pursuing clean production, strictly controlling the emission of pollutants, improving the industrial structure, adopting more stringent requirements for granting approvals for setting up industrial establishments, reinforcing relevant studies, and promoting the trading of emission rights between Guangdong and Hong Kong; and control agricultural pollution through monitoring the use of pesticides and fertilizers, limiting the scale of animal farming in the catchment areas of rivers, encouraging the relocation of animal farming and enactment of laws.

Plans to determine environmental protection duties of different cities: to demarcate the responsibilities of each city in the establishment and protection of ecological areas; implement regional objectives for environmental control and management; promote the use of advance techniques in the management of atmospheric and aquatic environment, establishment of ecological buffers, and urban waste and sewage disposal systems, etc.

—— Demarcation of responsibilities in the establishment and protection of ecological areas: to designate a "West Bank Ecological Zone" comprising Jiangmen as a buffer area, Zhongshan as a transition area, Zhuhai as a radiation area and Macao actively participating in the establishment and protection of the Zone; designate a "Central Ecological Zone" comprising Guangzhou carrying out the buffer, transition and establishment functions, and Foshan, Conghua and Zhaoqing (with funding aids from Foshan, Guangzhou and other areas) as a buffer area; designate an "East Bank Ecological Zone" comprising Huizhou (to attract investments from Shenzhen, Dongguan and Hong Kong) for the establishment of ecological areas, Dongguan to focus on the establishment of urban green core and connectivity of ecological areas, Shenzhen to co-operate with Hong Kong to establish terrestrial bio-corridors, and Hong Kong to seek opportunities to cooperate with the concerned cities, Huizhou in particular.

—— Regional Environmental Control Objectives: to formulate and implement benchmarks of air pollutant emissions for 2020 and water pollution abatement for 2010 and 2020 in all cities.
Formulating major works: to promote clean production techniques for protecting the air and water quality; undertake works for the establishment of regional eco-security buffers and urban wastes and sewage disposal systems.

Plan to reinforce the ecological/environmental protection of the Bay Area: to ensure that proper planning and environmental impact assessments will be undertaken for large-scale developments before implementation; raise the threshold for starting industrial operations; implement the environmental mitigation measures before development; exercise stringent monitoring and control on important environmental elements such as air and water as well as important habitats such as wetlands.

Plans to strengthen co-operation in ecological/environmental studies: to reinforce studies closely related to the regional ecological/environmental issues such as the control over multi-source air pollution and persistent organic pollutants (POPs); further the exploration and joint studies on emission rights trading, circular economy, low-carbon cities and other related topics; and undertake studies on the mechanism of ecological compensation in the long term.

Plans for Cooperative Development of Cross-boundary Areas

For the implementation of the Master Spatial Coordination Plans, the Plans for Cooperative Development of Transportation and the Ecological/Environmental Protection Plans as well as the proposals under "the Outline" to promote cross-boundary co-operation in land development and management, two types of cooperative development plans, for "adjoining" and "non-adjoining" cross-boundary areas respectively, are recommended in this study.

Plans for cooperation among "adjoining areas": including the designation of five types of cooperation areas, four types of administrative function zones and major cooperation projects in the short term.

Cooperation areas: including the "Joint Innovation Zones" in Lok Ma Chau Loop Area in Hong Kong, Qianhai/Houhai District in Shenzhen, Hengqin New District and Zhuhai-Macao Cross Boundary Cooperation Zone in Zhuhai, and Nansha District in Guangzhou to facilitate relevant R & D activities, "Pilot Logistics Zones" in Qianhai-Bao'an District in Shenzhen and Hengqin New District for "early and pilot implementation" of the logistics and servicing arrangements under CEPA; "Education Cooperation Zones" in Lok Ma Chau Loop Area and Hengqin New District for launching innovative education projects; "Tourism Cooperation Zones" for promoting cooperation in tourism between Shenzhen and Hong Kong as well as Zhuhai and Macao; "Boundary-control Cooperation Zones" for enhancing the capacity of customs/immigration/quarantine (CIQ) clearance at the Shenzhen-Hong Kong and Zhuhai-Macao BCPs to enhance co-operation in the development of the surrounding areas.
Summary

20

Administrative function zones: including the "Consultative Enhancement Zone" for improving coordination of BCPs to enhance CIQ clearance capacity and building up coordination mechanisms for the planning of major projects; "Cooperative Development Zone" for cooperation in setting common development and coordination principles and agenda based on the established cooperation mechanisms (e.g. Expert Groups), and exploring innovative modes of cooperation in joint development; "Collaborative Development Zone" to serve as platforms for discussion participated by governments, public and the private sector in the planning stage of a project; "Joint Protection Zone" for joint efforts in cross-boundary protection of environment through setting out the scope of protection, consensuses in protection and the rights and responsibilities of the concerned sectors.

Major cooperation projects in the short term: including the Lok Ma Chau Loop Area which would be developed mainly for higher education purpose complemented with high and new technology R & D facilities as well as cultural and creative industries. Further study covering the planning, environmental, transportation and engineering feasibility aspects should be undertaken; the Hengqin Island which would mainly be used for leisure and vacation purposes, R & D of high and new technology industries, cultural and creative industries and higher education. Further studies on the cooperation mode of land development and management, cooperation in industrial operation, environmental impact assessment and transportation connection should be undertaken; and the Zhuhai-Macao Cross Boundary Cooperation Zone which would be used for industrial development along with logistics, trading and product display services. Changes of land use pattern should be further pursued in tandem with industrial transformation, and studies on innovative modes of cooperation in land development and management should be undertaken.

Plans for cooperation among "non-adjoining areas": including cooperation in innovation, tourism, and social services.

Cooperation in innovation: including the establishment of a regional innovation system with the main axis formed by Guangzhou, Shenzhen and Hong Kong; formulating the "Action Plan for the Bay Area of Pearl River Estuary", establishment of an international "innovation bay" with pilot areas for innovation in the high-tech industry, financial and logistics sectors; expediting the "early and pilot implementation" of innovative mechanisms to facilitate opening up of Guangdong market to the service sectors of Hong Kong and Macao.

Cooperation in tourism: including the establishment of a tourism "Gold Coast" through cooperation in areas like Renping Peninsula-Xunliao Bay-Daya Bay, Mirs Bay-Dapeng Peninsula, Hong Kong and its offshore islands, Macao and Hengqin Island, Yamen-Gudou, Chuanshan Islands and Wanshan Islands-Outer Lingdingyang-Guishan Island; formulation of tourism development plan for the coastline of the Greater PRD City-region; establishment of a mechanism to protect the waterfront tourism resources; and
strengthening the overall tourism image of the City-region with an integral promotion strategy.

— Cooperation in social services: including the establishment of education and research institutes in Mainland by the universities of Hong Kong and Macao and the promotion of vocational education in Foshan, Zhaoqing, Dongguan, etc by introducing the vocational training system of Hong Kong; promoting cooperation in providing elderly services in Shenzhen, Dongguan, Zhuhai, Zhaoqing and Jiangmen, and medical services in Guangzhou, Shenzhen, Zhuhai, Dongguan, Foshan, Zhongshan, Zhaoqing and Jiangmen; promoting cultural interflow among Guangdong, Hong Kong and Macao and joint applications for the status of world's cultural heritage.

Improvement of the Regional Coordination Mechanisms

In order to safeguard the coordinated development of the Greater PRD City-region, this study gives recommendations on the further improvement of the regional coordination mechanisms in three aspects, including the improvement of the overall framework of the coordination mechanisms, improvement of the coordination mechanisms in key areas and improvement of the coordination mechanisms in town planning.

Improvement of the overall framework of coordination mechanisms: to establish a multi-level framework of regional coordination mechanisms, involving the Central Government, the governments of Guangdong, Hong Kong and Macao, and the governments of other cities in PRD, with clear definition of powers and responsibilities and multi-sector interaction; establish a mechanism of Liaison and Coordination Meeting among Guangdong, Hong Kong and Macao, on the basis of the existing Guangdong/Hong Kong, Guangdong/Macao Cooperation Joint Conference, and establish an ‘observer’ system; establish channels for the cities in PRD to initiate proposals for coordination with Hong Kong and Macao; and strengthen public participation in the consultation channels and platforms.

Improvement of the coordination mechanisms in key areas: to improve the mechanisms for coordination in regional studies, cross-boundary infrastructure projects, environmental protection and cooperation among cross-boundary areas. This study serves to provide guidance for the coordination in specific issues in terms of the subjects, platforms, means and key issues of coordination. The key recommendations are to establish a "Forum on the Strategy for Coordinated Development of Greater PRD" as a multi-sector interactive consultation platform and to facilitate cooperative regional studies. Other recommendations include the study of the coordination mechanisms in key projects, establishment of information platforms and strengthening market cooperation by encouraging communications and studies.

Improvement of the coordination mechanisms in town planning: to promote the establishment of town planning coordination institutions among Guangdong, Hong Kong and Macao; provide funding for the coordination
mechanisms (in the short term, specific funding for individual tasks provided by the governments of the three places; in the mid and long term, a "Joint Fund" to be set up to ensure effective operation of the mechanisms in the long run); formulate a "Spatial Development Strategy of Guangdong/Hong Kong/Macao" as a common action agenda; develop a town planning information hub for the Greater PRD City-region; and include Macao Urban Planning Institute as an organizer of the "Forum on Planning and Development Control of Greater PRD City-region" which has been organized by the Guangdong City Planning Association and Hong Kong Institute of Planners.

**Major Tasks in the Short Term**

The major tasks in the short term set out in this study are determined after seeking the opinions of the relevant government departments of Guangdong, Hong Kong and Macao on the basis of the recommended spatial plans and coordination mechanisms. There are totally 20 tasks concerning four major areas, namely cooperation in cross-boundary transportation, cooperation among cross-boundary areas, cooperation in ecological/environmental protection and establishment of coordination mechanisms.

**Cooperation in Cross-boundary Transportation:** to (1) complete the major cross-boundary infrastructure projects as scheduled; (2) establish an information sharing platform regarding the planning, construction and operation of cross-boundary infrastructure; (3) undertake thematic planning for infrastructure construction of Guangdong, Hong Kong and Macao; (4) undertake thematic planning for the integrated airport and port systems in Guangdong, Hong Kong and Macao; (5) conduct studies on innovations in the management of BCPs; (6) conduct studies on innovations in cross-boundary traffic management; and (7) conduct studies on the implications of the development of inland railway network on ocean shipping of Greater PRD.

**Cooperation among Cross-boundary Areas:** to (8) conduct studies on the joint development of the key "adjoining areas" (such as Lok Ma Chau Loop Area, Hengqin Island, Liantang/Heung Yuen Wai) and the innovation items for "early and pilot implementation"; (9) undertake thematic planning for building a "quality living area"; (10) formulate the "Action Plan for the Bay Area" to build a sustainable liveable area; (11) undertake joint studies for the formulation of public administration framework on social services among Guangdong, Hong Kong and Macao; (12) undertake joint studies on the cooperation among Guangdong, Hong Kong and Macao in the medical and hygiene matters; and (13) exploring more opportunities for cross-boundary cooperation.

**Ecological/Environmental Protection Cooperation:** to (14) undertake studies for the formulation of a framework agreement on regional environmental protection; (15) undertake studies for the formulation of a regional green land and eco-corridor framework; and (16) establish a system for environmental monitoring and forecast as well as disaster prevention and forewarning.
Establishment of Coordination Mechanisms: to (17) establish effective liaison and coordination mechanisms among the governments of Guangdong, Hong Kong and Macao; (18) establish an "observer" system on the basis of the Liaison and Coordination Meeting among the governments of Guangdong, Hong Kong and Macao; (19) promote the establishment of a planning information hub among Hong Kong, Macao and PRD; (20) organize the "Forum on the Strategy for Coordinated Development of Greater PRD Region" by the governments of the three places.