

立法會
Legislative Council

LC Paper No. CB(1)588/07-08

Ref. : CB1/PL/TP

Panel on Transport

**Background brief on
Western Harbour Crossing**

Purpose

This paper sets out the background to the construction of the Western Harbour Crossing (WHC). It also summarizes Members' concerns raised in the past when matters relating to toll increases and measures to optimize the utilization of cross harbour tunnels were discussed

Western Harbour Crossing

2. WHC was built in 1993 at a cost of \$7.0 billion by the Western Harbour Tunnel Company Limited (the WHC Company). Its construction and operation are governed by the Western Harbour Crossing Ordinance (Cap. 436) (the Ordinance). WHC was opened to traffic on 30 April 1997 and the franchise for WHC will expire in 2023.

Western Harbour Crossing Ordinance

3. On 30 June 1993, the Administration introduced the Western Harbour Crossing Bill (the Bill) into the Legislative Council. The Bill provided for the award of a franchise to the WHC Company to build and operate WHC. A Bills Committee was formed to study the Bill.

4. The then major issues raised by Members when scrutinizing the Bill include the following:

- (a) whether there was an urgent need to deliver WHC and whether it should be built as a "Build-Operate-Transfer" (BOT) tunnel or a Government tunnel instead;
- (b) whether the proposed terms of the agreement reached between the Government and the WHC Company were reasonable and fair, having regard to public interests;
- (c) whether the traffic projection prepared by the WHC Company was

reliable;

- (d) whether the internal rate of return between 15% and 18% and the toll adjustment mechanism were reasonable, and whether future toll increases should be approved by the Legislative Council;
- (e) whether the initial tolls of WHC could achieve traffic diversion purpose; and
- (f) whether the Government's handling of the tendering procedures was appropriate.

5. Hon Albert CHAN Wai-yip also moved a number of Committee Stage amendments to the Bill which would have the following effects:

- (a) of lowering the opening toll for private cars from \$30 to \$25, with proportionate reductions for other vehicles;
- (b) of setting the minimum internal rate of return at 14% instead of 15%; and
- (c) of requiring toll increases to be approved by way of subsidiary legislation subject to the approval of the Council.

The amendments were not approved by the Council.

6. During the Second Reading debate on the Bill, the Administration pointed out that from the outset, the WHC Company had made it plain that if the essential elements of the franchise as proposed in the Bill were altered, it would have no interest in taking on the project. The Administration also pointed out that the proposed franchise was concluded about after seven months of tough negotiation and cautioned that any amendment thereto might result in the WHC Company withdrawing. The Administration assured Members that the proposed deal was a reasonable one and the agreed internal rate of return was not out of line with the internal rate of return being sought by other tunnel operators, both in Hong Kong and elsewhere in the world. Notwithstanding the fact that the Administration had been dealing with one consortium only, the franchise contained in the Bill was good for Hong Kong and fair to all concerned. The franchisee would build an essential road tunnel at no cost to taxpayers. The toll levels proposed, the rates of return expected by the franchisee and the toll adjustment mechanism were all reasonable, given the scale of investment required and the long payback period. In addition, for the first time the Administration had also introduced a mechanism for applying excess profits for the benefit of the motorist.

7. With regard to future monitoring, the Administration pointed out that it would arrange for the franchisee's plans — which were embodied in their three-year rolling projection of operational costs and net revenue and their annual

operating cost budget — to be tabled in the Council in July each year, accompanied by a statement. The franchisee was required to submit to the Administration a statement of actual net revenue one month after the end of its financial year (i.e. by 31 August). If the franchisee wished to have a toll adjustment, its application must also reach the Administration by the same date. Following careful examination, the Administration would table the actual net revenue figures in October and make a statement on that occasion on both the figures and any application for a toll increase. If necessary, the Administration would brief the Panel on Transport (the Panel) on the findings, assessments and conclusions before deciding by 31 October whether the toll increase should be agreed or whether the Administration should proceed to arbitration.

8. The Bill was passed by the Council on 21 July 1993.

Toll adjustment mechanism

9. The Ordinance provides for a specified toll adjustment mechanism in respect of WHC. Under Schedule 4 to the Ordinance, the WHC Company or the franchisee may effect toll increases on six specified dates: 1 January 2001, 1 January 2005, 1 January 2009, 1 January 2013, 1 January 2017 and 1 January 2021. Under section 46(1) of the Ordinance, however, if the WHC Company's or the franchisee's net revenue in any year (which is not a year ending immediately before the specified dates) is less than the minimum estimated net revenue for that year specified in Schedule 5 to the Ordinance, the WHC Company or the franchisee may apply to the Secretary for Transport and Housing to give effect to the next anticipated toll increase. The maximum levels of increase in respect of different categories of vehicles, from operating date up to 31 December 2010 or during the period of 13 years beginning on operating date, are specified in Schedule 2 to the Ordinance.

10. Under section 52(1) of the Ordinance, where a toll is increased in accordance with the Ordinance and the project agreement, the Commissioner for Transport shall by notice published in the Gazette amend Schedule 1 to vary the relevant tolls. Under section 52(2), the WHC Company or the franchisee shall not give effect to more than one increase in the tolls in one year. Section 52(3) provides that section 34 of the Interpretation of General Clauses Ordinance (Cap. 1) shall not apply in respect of such notice, hence the notice is not required to be tabled before the Legislative Council and not subject to amendment by the Council.

WHC tolls

11. Since the operation of WHC in 1997, the franchisee's net revenue has consistently fallen short of the specified levels. The last statutory toll increase of WHC took effect on 31 July 2007. Concurrently, the franchisee has offered

concessionary tolls for all vehicles from the same date so that the actual tolls were maintained at the July 2004 level. A summary of the historical changes in WHC's toll levels is at **Annex A**.

12. In early January 2008, the Panel was informed that the franchisee has decided to reduce some of the concessions with effect from 6 January 2008. The franchisee however will continue to offer concessions to all types of vehicles. A paper provided by the WHC Company to account for its decision is at **Annex B**.

Deliberations by Members on related matters

Traffic throughput

13. The Panel has all along been concerned about the uneven distribution of traffic amongst the three road harbour crossings, namely the Cross Harbour Tunnel (CHT), Eastern Harbour Crossing (EHC) and WHC. The daily traffic throughput of CHT, EHC and WHC from 1997 to 2006 are as follows-

Year	CHT	EHC	WHC
1997	123,158	85,812	22,348
1998	120,010	70,999	33,100
1999	117,801	68,813	39,215
2000	120,350	72,228	42,797
2001	120,444	74,596	39,702
2002	120,009	73,396	40,038
2003	119,759	71,284	37,261
2004	121,672	73,478	39,188
2005	122,854	63,865	41,188
2006	123,866	61,010	44,373

Impact of tunnel tolls on traffic distribution

14. It has been considered by members of the Panel that one of the major reasons leading to the uneven distribution of traffic amongst the three road harbour crossings is the toll differential amongst CHT, EHC and WHC. The level of tolls has a direct impact on the traffic flow, leading to wastage of valuable tunnel resources. The tolling strategy hence plays a critical role in meeting specific traffic targets. The toll schedules of the road harbour crossings are at **Annex C**.

15. Since the operation of WHC in April 1997, the WHC Company has increased the statutory tolls for six times in December 2000, July 2002, February 2004, July 2005, July 2006 and July 2007, and effected actual toll increases for four times in December 2000, February 2003, July 2004, and January 2008. EHC tolls were also increased by some 66% as from 1 May 2005 onwards.

16. The Panel has all along been concerned about the toll increases of the road harbour crossings, and the resulting impact on the traveling public and the transport trades. The toll increases might also induce other public transport operators to raise the fares of their services, and aggravate the traffic congestion at CHT and the problem of uneven distribution of traffic amongst the three road harbour crossings. The Panel therefore has repeatedly urged the Administration to remind franchisees to defer consideration of any toll increases, taking into account public affordability and acceptability. The Panel has also called on the Administration to examine and formulate a long-term policy to optimize the use of valuable tunnel resources.

Motion passed by the Panel

17. In reviewing the traffic implications of tunnel toll increases and measures to promote access and utilization of the BOT tunnels at the Panel meeting on 15 December 2000, the Panel passed a motion, urging the Administration to examine and formulate a long-term policy on tunnel utilization, and to propose new measures for resolving the congestion problem of tunnels as well as promoting the optimum use of tunnel resources.

18. Members had put forward various suggestions to the Administration for consideration so as to improve the utilization of BOT tunnels. These include:

- (a) establishing a toll stability fund to pay off BOT operators such that they would defer toll increases which they would otherwise be entitled to;
- (b) extending the franchise period of the BOT franchises in return for a lower rate of toll increase;
- (c) buying back the ownership of all BOT tunnels and establishment of a Tunnels and Bridges Authority to own and manage the tunnel facilities; and
- (d) redistribution of tunnel traffic by way of toll alignment.

Administration's response to members' suggestions

19. At the Panel meeting on 22 February 2002, the Administration briefed members on the Government policy on the provision and operation of tunnels, and provided the Administration's views on the above measures as suggested by members. A copy of the discussion paper for the meeting on 22 February 2002 is in **Annex D**.

Review of the toll increase of WHC in February 2003

20. In reviewing the toll increase of WHC at the meeting on 13 February 2003, the Panel reiterated its concern that the WHC's toll increase would

inevitably aggravate the existing congestion at CHT and EHC. This would result in enormous waste of social resources. Apart from urging the tunnel company to consider deferring the toll increase, the Panel also reviewed with the Administration measures to enhance the accessibility and utilization of WHC. Members also called on the Administration to consider expanding the scope of the fare adjustment mechanism being developed by the Administration to include tunnel tolls and introducing pecuniary measures to achieve a more balanced traffic distribution among the harbour crossings, e.g. by using the profits generated from CHT to purchase road capacity on other road harbour crossings.

Mainland experience

21. In order to explore ways to optimize the utilization of the road harbour crossings in Hong Kong, the Administration also commissioned a consultant to conduct a study on the Mainland and overseas experience in the provision and operation of tunnels. The Panel was briefed on 25 April 2003 and 28 May 2004 on the findings of the consultancy study and the implications for Hong Kong. Further details are set out in LC Paper No. CB(1)1457/02-03(03) and LC Paper No. CB(1)1912/03-04(26).

22. The study revealed that the municipal governments had started to reform the tolled facilities in their cities in recent years. Nanjing had introduced toll adjustment in order to balance the traffic. The other four cities covered in the study (i.e. Shanghai, Guangzhou, Wuhan and Chongqing) had eliminated toll collection at tolled facilities and introduced annual or monthly passage fees on vehicles. Under the new arrangement, passage fees are collected from vehicles registered in the city on an annual or monthly basis and from vehicles registered outside the city on each entry. A management authority has been set up under the municipal government to manage the facilities and collect the annual/monthly vehicle passage fees.

Implications of applying the Mainland approach to Hong Kong

23. The arrangement currently adopted in the four Mainland cities is similar to an earlier suggestion by Members to establish a Tunnels and Bridges Authority (TBA) in Hong Kong. The TBA is expected to own and operate all tunnels and bridges. To achieve this, the Government will first have to buy back the ownership of all BOT tunnels. The Administration's view in 2003 is that such a move will, however, involve enormous capital spending. Given the budget constraint and the need to contain government expenditure, it is questionable whether such a course of action can be justified.

24. Instead of Government buying back the tunnels, an alternative option is to identify one "common owner" of the three cross-harbour tunnels from the private sector. If the three tunnels are owned by one single party, the toll levels could be adjusted to achieve a more balanced traffic distribution among the tunnels. However, the Administration has pointed out that as two of the three cross-harbour tunnels are in private hands, the willingness of the operators to

participate in the negotiations and the ability to arrive at buy-back formulas which are acceptable to all parties are commercial decisions which the Government cannot dictate.

Review of the toll increase of EHC in March 2005

25. In August 2003, the New Hong Kong Tunnel Company Limited (NHKTC), franchisee of EHC, commenced arbitration against the Government's decision for rejecting its toll increase application. In January 2005, the arbitrators determined that the tolls for private cars and taxis should be increased by \$10 to \$25 with corresponding increases for other types of vehicles. The Panel was briefed on the outcome of the arbitration in March 2005.

26. The Panel was gravely concerned about the substantial increase in the EHC tolls and the resultant economic and traffic implications. The EHC toll increase might induce public transport operators and the trucking industries to raise the fares of public transport services and delivery charges, hence adding to the financial burden of the public and the business sector. It would also aggravate the traffic congestion at CHT.

27. The Panel passed a motion on 18 March 2005 expressing astonishment and strong dissatisfaction over the far excessive toll increase of EHC, which was in total disregard of the affordability and expectation of the general public. The Panel requested NHKTC to consider deferring the toll increase and the Administration to review the high toll levels of the three road harbour crossings taking prudent consideration of the interest of the general public. The Administration should also come up with measures to improve the uneven distribution of traffic among the three road harbour crossings. The Panel also requested the Administration to consider building the fourth road harbour crossing or widening the existing CHT to relieve traffic congestion.

Administration's briefing on possible ways to improve the distribution of traffic among the three road harbour crossings

28. In April 2005, the Panel was briefed on the Administration's proposals for improving the distribution of traffic among the three road harbour crossings. They could be broadly divided into three main types:

- (a) the toll-related measures, including overall increase in CHT tolls, peak hour surcharge at CHT, surcharge and rebate at CHT, variable toll adjustment system at CHT, and toll increase at CHT & toll reduction at WHC/EHC;
- (b) the franchise-related measures, including buying out the franchises of WHC/EHC, selling CHT to the franchisees of WHC/EHC, common ownership for CHT, WHC and EHC, extension of franchises of WHC and EHC; and

- (c) other measures, including construction of a Fourth Road Harbour Crossing or expanding the capacity of CHT, restricting the use of CHT, enhancement of ferry services.

29. The Panel urged the Administration to further examine the proposals in collaboration with the tunnel companies with a view to resolving the problem of uneven distribution of traffic among the three road harbour crossings and high tunnel tolls as soon as practicable. The Panel also called on the Administration to closely monitor the traffic conditions upon the toll increase of EHC and implement suitable traffic management measures to mitigate the adverse impacts on road users.

Motion passed by the Council

30. On 6 July 2005, the Council passed the following motion –

"That, in view of the toll increases by the operators of a number of transport infrastructures delivered through the Build-Operate-Transfer ('BOT') mode, which not only directly increase the burden of transport expenses on the public and lead to a rise in transportation costs for the business and industrial sectors, but also greatly aggravate the traffic congestion at other lower-toll tunnels or toll-free routes, thereby defeating the intended purpose of diverting traffic flows to various tunnels, this Council urges the Government to expeditiously put up, in six months' time, specific proposals for improvement regarding the following:

- (a) actively exploring with the tunnel companies which own the franchises of the tunnels ways to achieve effective distribution of traffic among various tunnels and to relieve the pressure on various tunnels to increase their tolls, such as extending the franchise periods, standardizing and reducing the tolls or adopting other feasible measure;
- (b) conducting a comprehensive review of the BOT mode and drawing conclusion from the relevant experience to serve as guidance in the financing, construction, toll charging and operation, etc, of future transport infrastructures, so as to avoid the above pitfalls and safeguard the interests of the public;
- (c) reviewing whether the current toll increase mechanisms under the Tai Lam Tunnel and Yuen Long Approach Road Ordinance and the Western Harbour Crossing Ordinance are in the public interest, and avoiding the introduction of similar mechanisms for future transport infrastructures; and
- (d) negotiating common ownership of the three road harbour crossings with the consortium which owns the franchises of

both the Eastern Harbour Crossing and the Western Harbour Crossing, and presenting to this Council reports on the progress of the negotiations."

Progress report given by the Administration

31. In December 2005, the Administration reported to the Panel that having examined all the possible options and listened to views expressed by different parties, the Administration considered that a combination of franchise extension and toll rationalization was worth further consideration. The Administration has been discussing this option with the franchisees of EHC and WHC but so far, no consensus has been reached.

Research on the Operation of Toll Roads, Bridges and Tunnels in Selected Places

32. In order to facilitate the Panel to consider the way forward for improving the existing system to address the traffic problem, the Panel had requested the Research and Library Services Division to conduct a research on the operation of toll roads, bridges and tunnels in selected places. The Research Report was issued to members vide RP03/05-06 in February 2006. The Panel took the view that tunnel tolls should be set at affordable levels which enabled the franchisees of BOT tunnels to earn a reasonable rate of return whilst allowing the maximum use of existing tunnel resources to improve traffic circulation. As uneven distribution of traffic among different BOT tunnels had huge economic implications for the community, the Panel considered that there was urgency in finding solutions which would best protect the interests of the public and be acceptable to both the Government and the franchisees.

33. A list of papers is in **Annex E**.

Council Business Division 1
Legislative Council Secretariat
14 January 2008

Annex A

Historical Toll Levels of WHC

	30 Apr 1997		3 Dec 2000		31 Jul 2002		16 Feb 2003		24 Feb 2004		4 Jul 2004		31 Jul 2005		31 Jul 2006		31 Jul 2007	
	S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C
Motorcycles	\$15	\$15	\$20	\$20	\$25	\$20	\$25	\$20	\$30	\$20	\$30	\$22	\$35	\$22	\$40	\$22	\$45	\$22
Private cars	\$30	\$30	\$40	\$35	\$50	\$35	\$50	\$37	\$60	\$37	\$60	\$40	\$70	\$40	\$80	\$40	\$90	\$40
Taxis	\$30	\$30	\$40	\$35	\$50	\$35	\$50	\$35	\$60	\$35	\$60	\$35	\$70	\$35	\$80	\$35	\$90	\$35
Light buses	\$40	\$40	\$50	\$45	\$60	\$45	\$60	\$47	\$70	\$47	\$70	\$50	\$80	\$50	\$90	\$50	\$100	\$50
Light goods vehicles	\$45	\$45	\$60	\$50	\$75	\$50	\$75	\$50	\$90	\$50	\$90	\$55	\$105	\$55	\$120	\$55	\$135	\$55
Medium goods vehicles	\$65	\$65	\$85	\$70	\$105	\$70	\$105	\$70	\$125	\$70	\$125	\$80	\$145	\$80	\$165	\$80	\$185	\$80
Heavy goods vehicles	\$95	\$95	\$125	\$100	\$155	\$100	\$155	\$100	\$185	\$100	\$185	\$110	\$215	\$110	\$245	\$110	\$275	\$110
Single-decked buses	\$40	\$40	\$50	\$50	\$60	\$50	\$60	\$60	\$70	\$60	\$70	\$70	\$80	\$70	\$90	\$70	\$100	\$70
Double-decked buses	\$55	\$55	\$70	\$70	\$85	\$70	\$85	\$85	\$100	\$85	\$100	\$100	\$115	\$100	\$130	\$100	\$145	\$100
Additional axle	\$30	\$30	\$40	\$30	\$50	\$30	\$50	\$30	\$60	\$30	\$60	\$30	\$70	\$30	\$80	\$30	\$90	\$30

‘S’ stands for ‘Statutory Tolls’

‘C’ stands for ‘Concessionary Tolls’



WESTERN HARBOUR TUNNEL COMPANY LIMITED

Company's Background Brief

The Western Harbour Tunnel was built at a cost of HK\$7.0 billion and opened for business on 30 April 1997 some three months ahead of schedule. Its construction and operation is governed by the WHC Ordinance of 1993.

1.0 BACKGROUND INFORMATION FOR THE REVISION OF CONCESSIONARY TOLL

1.1 Net Revenue

WHC's Net Revenues are far below the Minimum Net Revenue stipulated in the Ordinance. Please see the summary below:

Actual Net Revenue

\$m	Y/E Jul-98	Y/E Jul-99	Y/E Jul-00	Y/E Jul-01	Y/E Jul-02	Y/E Jul-03	Y/E Jul-04	Y/E Jul-05	Y/E Jul-06	Y/E Jul-07	Cumulative
Minimum Net Revenue in the Ordinance	154	201	253	506	713	794	880	1,190	1,455	1,549	7,695
Actual Net Revenue/(Loss)	(208)	(52)	59	172	299	325	400	492	567	658	2,712
Shortfall	362	253	194	334	414	469	480	698	888	891	4,983

Projected Net Revenue

\$m	Y/E Jul-08	Y/E Jul-09	Y/E Jul-10	Y/E Jul-11	Cumulative 2007/08 to 2010/2011
Minimum Net Revenue in the Ordinance	1,623	1,876	2,028	1,892	7,419
Projected Actual Net Revenue/(Loss) as per Budget	681	796	903	977	3,357
Shortfall	942	1,080	1,125	915	4,062

1.2 Traffic Volume

The main reason for the shortfall in net revenue is that actual traffic volume has been much less than forecast due to:

- i) poor access roads such as the congestion of WHC's ingress and egress (Central and Tsim Sha Tsui);
- ii) competition with other cross harbour tunnels at lower toll; and
- iii) the development of rail and public transport system.



Western Harbour Tunnel Company Limited
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The WHC has been proactive in taking action to make the WHC more attractive to motorists:

a) The management has examined impediments to free traffic flow leading to the WHC and made a number of suggestions to the Transport and Housing Bureau (previous known as Environment, Transport and Works Bureau) and Transport Department for improvements to roads and road signs. The Bureau and Department have been very helpful in implementing road improvements and scheduling many others for future implementation. New road signs have also been installed.

b) Carefully targeted promotions have been made, for instance. Current promotions are:

▪ Current Mid-night Empty Taxi Toll Promotion (\$5 toll)

To further encourage the empty taxis using WHC, our current mid-night empty taxi promotion (during midnight 2400 to 0700 hrs) has been improved by charging \$10 cash with a rebate of \$5 prepaid tunnel ticket. Net toll is therefore at \$5 which is equivalent to 50% of CHT's toll.

The \$5 prepaid tunnel ticket may induce traffic to divert to WHC during day time. Hence, helping to improve the revenue of WHC and relieve the congestion at CHT.

▪ Mid-night Goods Vehicle Toll Promotion

Toll for goods vehicle during midnight 2400 to 0600 hrs has reduced to CHT's toll level to encourage using WHC

Light Goods Vehicles	-	reduced from \$55 to \$15 (73% off);
Medium Goods Vehicles	-	reduced from \$80 to \$20 (75% off);
Heavy Goods Vehicles	-	reduced from \$110 to \$30 (73% off); and
Extra axles	-	reduced from \$30 to \$10 (67% off).

Promotions implemented in the previous years were:

- Free drive day on 4 May 1997;
- By 10 tunnel tickets and get 2 free (from opening to 30/4/98);
- 50% reduction in toll for goods vehicles (10/98-3/99);
- Route education programme (7/2001);
- Fuel coupon (a \$30 fuel coupon given upto the end of 28 February 2003);
- Joint Promotion on P/C Autotoll Incremental Traffic (6-8/2003);
- Free ride for designated P/C during 11 am to 2 pm on Sundays of July 2003 and 11 am to 3 pm on Sundays of November 2003;
- 50% toll discount for designated PC & MC (5-10/2004);
- Autotoll PC free return trip on Sundays & Public Holidays (2-3/2005) & etc.

However, the majority of the toll promotion results minor increase in traffic but substantial loss in revenue. i.e. increase in traffic flow is not sufficient to pay off the reduced toll level.



Western Harbour Tunnel Company Limited
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1.3 Loans Outstanding

The development cost of Western Harbour Crossing is up to \$7 billion. As at 12/2007, the Company has \$4 billion loan outstanding. The size of this challenge can be seen by just simply dividing our total debts by less than 16 years left of our franchise – the Company needs to generate a cash surplus of almost \$300 million each year, on average, just to repay its debts without considering other obligations including shareholder's equity and return.

1.4 Obligation to Maximize Revenue

Under the Project Agreement signed between the Government and the Company, the Company has an obligation to maximize its Net Revenue. This objective is natural for any commercially oriented company such as the WHC to maximize revenue so as to achieve both commercial and contractual obligations.

2.0 COST REDUCTION & REVENUE ENHANCEMENT

Despite the Company operating costs before rates and insurances at the year ending 7/2007 was decreased by 19.5% when compared to 1997, huge increase in rates, insurance premium and electricity cost are uncontrollable. e.g. increase in rates at 335% (from \$6.6M per annum in 1997 to \$28.9M per annum in 2007/08), increase in insurance premium 422% (from \$3.5M per annum in 1997 to \$18M per annum in 2007/08), and tariff of HKE increased by 50% since 1997.

2.1 Cost Reduction

- Contract out services (such as staff canteen);
- Energy reduction (implementation of energy conservation programme);
- Staff cost reduction (such as replacement of staff at a lower market rate during period of deflation).

2.2 Other Revenue Enhancement

Based on the WHC Ordinance, the tunnel company is restricted to two auxiliary revenue sources, namely advertising and utilities through the tunnel area. WHC was the first tunnel having all mobile phone networks installed. It also has advertising billboards and fixed line telephone optic fibres installed. All these facilities have not only facilitated the users of WHC but also generated additional income to reduce pressure for toll adjustment. However, revenue from mobile phone operators is reduced substantially because of the introduction of the new Telecommunication Ordinance. Due to more media channels and keen competition in advertising market, the occupation rate and tariff of advertising income at WHT are at a low level. Unlike MTRC, the company does not have any property development right hence there are great difficulty to improve other income.



Western Harbour Tunnel Company Limited
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3.0 REVISION OF CONCESSIONARY TOLL TO TAKE EFFECT AS FROM 6 JANUARY 2008

3.1 Revision of Concessionary Toll

Revision of concessionary toll are always unwelcome to our customers but toll adjustment was always anticipated in the WHC Ordinance and it is important to take the necessary steps to mitigate the accumulated shortfall to Net Revenue of the Company and provide cash to repay the debts outstanding so the WHC can remain financially viable.

Currently, all categories of vehicle are charged a toll at a discount to the maximum permitted Gazetted Toll. After careful evaluation, the Company will adjust the toll discount currently given with the following result:

	Gazetted Toll	Toll up to 5/1/2008		Toll from 6/1/2008		Change
		Toll	Discount	Toll	Discount	
Motorcycle	\$45	\$22	51%	\$22	51%	None
Private Car	\$90	\$40	56%	\$45	50%	+\$5
Taxi	\$90	\$35*	61%	\$40*	56%	+\$5
Light Bus	\$100	\$50	50%	\$55	45%	+\$5
Light Goods Vehicle	\$135	\$55^	59%	\$55^	59%	None
Medium Goods Vehicle	\$185	\$80^	57%	\$80^	57%	None
Heavy Goods Vehicle	\$275	\$110^	60%	\$110^	60%	None
Single-decked Bus	\$100	\$70	30%	\$80	20%	+\$10
Double-decked Bus	\$145	\$100	31%	\$115	21%	+\$15
Each extra axle in excess of 2 (for GV only)	\$90	\$30^	67%	\$30^	67%	None

* Empty taxi toll promotion (charging \$10 cash with a rebate of \$5 prepaid tunnel ticket) during mid-night (00-07)

^ GV toll promotion (charging \$15 for LGV, \$20 for MGV, \$30 for HGV & \$10 for each extra axle) during mid-night (00-06)



Western Harbour Tunnel Company Limited
香港西區隧道有限公司

For Immediate Release

WESTERN HARBOUR CROSSING REVISES ITS CONCESSIONARY TOLLS

4 January 2008

Western Harbour Tunnel Company Limited (“WHTCL” or “the Company”) announces today the revision of its tolls for a number of vehicle categories with effect from 6 January 2008.

The development cost of Western Harbour Crossing was up to HK\$7 billion. The WHTCL still had an outstanding loan of HK\$4 billion at the end of December 2007, and its actual Net Revenue has always been far below that specified in the Western Harbour Crossing Ordinance. For instance, the actual Net Revenue for our last financial year was HK\$658 million whereas that specified in the WHC Ordinance was HK\$1,549 million. Hence, there was a shortfall of HK\$891 million.

“The Company is facing increased operating costs and needs to raise cash flow to repay debts and earn a return,” Mr Kenneth Pang, General Manager of WHTCL, said. “To ensure the continual viability of the Company, the Company needs to adjust the level of its tolls. After the adjustment, the actual tolls are still charged below the tolls gazetted under the WHC Ordinance. Meanwhile, the on-going Midnight Empty Taxi Promotion and Midnight Goods Vehicle Promotion have been extended until 30 June 2008.”

Being the largest and the first dual three-lane harbour tunnel in Hong Kong, the Western Harbour Tunnel has alleviated cross-harbour traffic congestion since its inception in 1997. The Company pledges to continue to offer the public safe, efficient and quality tunnel service in the years ahead.

For details, please refer to the attached toll schedule and promotion leaflets of Midnight Empty Taxi Promotion and Midnight Goods Vehicle Promotion, or contact our 24-hour Customer Service Hotline at 2302 5888.

For media enquiries, please contact
Commercial Department
Western Harbour Tunnel Company Limited
Tel: 2302 5834
Fax: 2781 1729
Email: cml@whtcl.com.hk



Western Harbour Tunnel Company Limited
香港西區隧道有限公司

WESTERN HARBOUR CROSSING - NEW TOLL SCHEDULE
(IN HONG KONG DOLLARS)
EFFECTIVE FROM 6 JANUARY 2008

Category	Vehicle Type	Gazetted Toll	Current Toll	New Toll*	Actual Increase
1	Motorcycles	\$45	\$22	\$22	Nil
2	Private Cars	\$90	\$40	\$45	\$5
2	Taxis	\$90	\$35	\$40	\$5
3	Public & Private Light Buses	\$100	\$50	\$55	\$5
4	Light Goods Vehicles	\$135	\$55	\$55	Nil
5	Medium Goods Vehicles	\$185	\$80	\$80	Nil
6	Heavy Goods Vehicles	\$275	\$110	\$110	Nil
7	Public & Private Single-decked Buses	\$100	\$70	\$80	\$10
8	Public & Private Double-decked Buses	\$145	\$100	\$115	\$15
	Each Extra Axle (Goods Vehicles Only)	\$90	\$30	\$30	Nil

* The New Toll will be effective from 0000hrs on 6 January 2008.



Western Harbour Tunnel Company Limited
香港西區隧道有限公司

MIDNIGHT GOODS VEHICLE PROMOTION

With support of the goods vehicle operators, Western Harbour Tunnel Company Limited (WHTCL) is again pleased to announce the extension of Midnight Goods Vehicle Promotion. **The promotion has been extended until 0600 hours on 30 June 2008.** All existing terms and conditions remain unchanged.

During the promotion period, goods vehicles crossing the manual toll booths of the Western Harbour Tunnel (WHT) with the concession tolls payable in cash from 0000 hours to 0600 hours (subject to the clock-in time indicated at the console upon arrival at the manual toll booths of WHT) are eligible for the following offers.

	Toll per Trip During Promotional Hours (00:00 – 06:00)
Light Goods Vehicles*	\$15
Medium Goods Vehicles*	\$20
Heavy Goods Vehicles*	\$30
*Each Additional Axle in Excess of 2	\$10

Remarks: 1. Vehicles requiring permits are not eligible for the offer.
2. WHT prepaid tickets will not be accepted.

This offer cannot be used in conjunction with other promotion offers of WHTCL. In case of disputes, WHTCL reserves the right to revise or discontinue the offer as well as the right of final decision.



Western Harbour Tunnel Company Limited
香港西區隧道有限公司

MIDNIGHT EMPTY TAXI PROMOTION

With enthusiastic response of the taxi counterparts, Western Harbour Tunnel Company Limited (WHTCL) is pleased to announce the extension of Midnight Empty Taxi Promotion. The promotion **has been extended until 30 June 2008.** All existing terms and conditions remain unchanged.

During the promotion period, a HK\$5 complimentary taxi coupon will be offered to each empty taxi crossing the manual toll booths of the Western Harbour Tunnel (WHT) with the concession toll of HK\$10 payable in cash from 0000 hours to 0700 hours every day. The details with New Tolls are as follows:

Time	Empty Taxi(s)		Taxi(s) with Passenger(s)	
	New Toll ⁽¹⁾ per Trip (HK Dollar)	Toll ⁽¹⁾ per Trip after Redemption of \$5 Complimentary Taxi Coupon (HK Dollar)	New Toll ⁽¹⁾ per Trip (HK Dollar)	Toll ⁽¹⁾ per Trip after Redemption of \$5 Complimentary Taxi Coupon (HK Dollar)
0701 to 2359	\$40 (Cash)	\$35 (Cash) <ul style="list-style-type: none">➢ More than one coupon (a maximum of eight coupons) can be redeemed at every trip➢ Only applicable to taxis➢ No coupon will be offered	\$40 (Cash)	\$35 (Cash)
0000 to 0700	\$10 (Cash) and \$5 complimentary taxi coupon will be offered	\$10 (Cash) <ul style="list-style-type: none">➢ \$5 complimentary taxi coupon cannot be redeemed during these promotion hours		<ul style="list-style-type: none">➢ More than one coupon (a maximum of eight coupons) can be redeemed at every trip➢ Only applicable to taxis➢ No coupon will be offered

Remarks: (1) The New Toll will be effective from 6 January 2008.

(2) This offer cannot be used in conjunction with other promotion offers of WHTCL.

Annex C

Toll schedules of road harbour crossings

Vehicle Type	Cross Harbour Tunnel	Eastern Harbour Crossing	Western Harbour Crossing	
			Gazetted tolls	Concessionary tolls
Motorcycles	\$8	\$13	\$45	\$22
Private Cars	\$20	\$25	\$90	\$45
Taxis	\$10	\$25	\$90	\$40
Public & Private Light Buses	\$10	\$38	\$100	\$55
Light Goods Vehicles	\$15	\$38	\$135	\$55
Medium Goods Vehicles	\$20	\$50	\$185	\$80
Heavy Goods Vehicles	\$30	\$75	\$275	\$110
Single-decked Buses	\$10	\$50	\$100	\$80
Double-decked Buses	\$15	\$75	\$145	\$115
Each extra axle	\$10	\$25	\$90	\$30

Legislative Council Panel on Transport
Government Policy on the Provision and Operation of Tunnels

PURPOSE

This paper briefs Members on the Government policy on the provision and operation of tunnels and provides the Administration's comments on Members' suggestions made on various occasions.

GOVERNMENT POLICY ON PROVISION AND OPERATION OF TUNNELS

2. The Government policy on the provision and operation of tunnels is guided by the following principles :-

- (a) Government should, as far as practicable, encourage participation of the private sector through the Build-Operate-Transfer (BOT) mode;
- (b) while the BOT operators should be afforded the opportunity to make a reasonable return on their investments, they are also expected to bear the commercial risk;
- (c) the Government does not provide any guarantee that a BOT operator would, at the end of the franchise, achieve its own target rate of return; and
- (d) the users-pay principle, i.e. the Government will not use public funds to subsidise BOT operators or motorists.

Characteristics of Tunnel Industry

3. The franchisee of a BOT tunnel is required to make substantial upfront capital investment. Within two to three years after the tunnel is operational, the franchisee starts to repay the loans. Together with the annual depreciation and operating cost which are generally at a level close to full capacity operation irrespective of the traffic throughput, the franchisee has to bear a significant financial burden in the first few years of operation.

4. On the other hand, traffic volume plying through a new tunnel needs time to build up. The bulk of the traffic in the first few years of operation is diverted and induced traffic i.e. traffic which is diverted from or suppressed by the congestion of existing tunnels or roads. As the areas served by the new tunnel develop, new traffic demand will be generated. An important characteristic of the tunnel industry is hence that expenditure and cash outflow always exceed the

revenue and cash inflow in the first few years of operation. In Hong Kong, it is observed that it normally takes four to five years of operation (i.e. the seventh or eighth years of the franchise taking into account the construction period) for a tunnel franchisee to start making profit.

Traffic Distribution of the Road Harbour Crossings

5. Some Members had, at previous meetings, raised concern at the uneven distribution of traffic amongst the three road harbour crossings, namely the Cross Harbour Tunnel (CHT), Eastern Harbour Crossing (EHC) and Western Harbour Crossing (WHC). The daily traffic throughput of CHT, EHC and WHC in the past five years were as follows :-

Year	CHT	EHC	WHC
1997	123,158	85,812	22,348
1998	120,010	70,999	33,100
1999	117,801	68,813	39,215
2000	120,350	72,228	42,797
2001	120,444	74,596	39,702

6. It is noted that :-

- (a) CHT's throughput dropped from the 123,000 in 1997 to 120,000 in 1998 and has since been maintained at that level;
- (b) throughput of EHC, partly owing to the relocation of the airport, dropped from 86,000 in 1997 to 75,000 in 2001;
- (c) patronage of WHC grew from 22,000 in 1997 to 40,000 in 2001.

7. It is believed that WHC has served to divert traffic from CHT and EHC. The patronage of WHC is also expected to grow steadily with population build-up at Lantau and West Kowloon. On the other hand, the throughput at CHT is expected to be maintained at a relatively high level as it is the most conveniently located tunnel and provides a strategic connection between the Hong Kong Island and urban Kowloon.

Measures that the Government Has Been Taking

8. The Government has been implementing various measures to further enhance access to as well as the utilisation of the tunnels.

9. Clear traffic signs are erected to direct traffic to all tunnels. Particular attention is devoted to recently opened tunnels where we have been erecting additional and modified traffic signs and road markings, in consultation with the tunnel operators, to familiarise road users with the routings. We would also consider adjustments to the traffic signals at critical road junctions to smoothen traffic flow in the vicinity of the tunnels. Local traffic improvement schemes have been introduced where appropriate to improve the traffic conditions of the feeder roads. For instance, bus only lanes have been introduced on tunnel approaches to give priority to mass carriers in accessing the tunnels.

10. In addition, road improvement schemes such as road widening works and provision of direct road links between tunnel approaches and major road corridors would be considered to increase the capacity and accessibility of the tunnels. In some cases, we would consider building new roads or grade-separated interchanges to separate local traffic from the main traffic approaching the tunnels thereby improving accessibility.

11. We are also pushing ahead with the development of a comprehensive Intelligent Transport System (ITS) in Hong Kong to enable road users to make better and more informed choices on their routings through access to real-time road traffic information. One of the projects under the ITS, the Journey Time Indicator System (JTIS), will provide real-time information on the time required to cross the harbour using the three different cross harbour tunnels. The electronic display panels to be located at strategic points on the approaches to tunnels will enable road users to make an informed choice on the optimal routing. The system will be in place around the end of 2002.

12. We also encourage tunnel companies to devise marketing strategy and promotional campaigns to boost patronage. Lucky draws, fuel coupons and discount for bulk purchase of tunnel coupons are but a few examples. We will continue to maintain close liaison with the tunnel operators to explore ways to optimise utilisation.

SUGGESTIONS BY THE PANEL

13. Members have made the following suggestions on various occasions to improve utilisation of the BOT tunnels :-

- (a) establishing a fund to stabilise tunnel tolls;
- (b) extending the franchise period of the BOT franchises;

- (c) establishment of a Tunnels and Bridges Authority (TBA); and
- (d) redistribution of tunnel traffic by way of toll alignment.

14. We have to assess the implications of Members' suggestion in the light of the principles set out in paragraph 2 above. In addition, it should be borne in mind that both the Government and the BOT operators are contractually bound by the terms of the franchises. Any variation of the scope of the franchises should be handled according to the laws of Hong Kong.

Establishing a Fund to Stabilise the Tunnel Tolls

15. Members have suggested the possibility of setting up a Toll Stability Fund (TSF) to pay off BOT operators such that they would defer toll increases which they would otherwise be entitled to.

16. According to the Western Harbour Crossing Ordinance (Cap. 436) and the Tai Lam Tunnel and Yuen Long Approach Road Ordinance (Cap. 474), provisions have been made for the establishment of a TSF for the respective tunnels. Under the two Ordinances, any actual net revenue exceeding the specified limit for the year will be paid into a TSF. The money in the TSF will be paid to the franchisee to defer toll increases which the franchisee would otherwise be entitled under the governing legislation.

17. It should be noted that the TSFs to be set up under the two Ordinances can only be used to pay the specific BOT operator of the relevant franchise. Pooling of TSFs is not provided for because :-

- (a) it involves major variations of the contractual rights of BOT operators; and
- (b) it will lead to cross subsidy of motorists plying through loss making tunnels by motorists using tunnels which are generating profits. This will lead to more frequent toll increases for the latter than otherwise would be the case.

18. The other alternative would be to set up the TSF by public funds. This involves substantial recurrent expenditure from public coffers and is tantamount to direct subsidy of BOT operators and motorists by the taxpayers. This goes against the principles set out in paragraph 2.

Extending the Franchise Period in Return for a Lower Rate of Toll Increase

19. The franchise period was one of the key terms of the franchise agreement between the Government and the BOT operator. Any change to the franchise terms, including the franchise period, requires consent from both the Government and the BOT operator. To re-open a done deal is a decision which we cannot take lightly. Such a course of action will inevitably create uncertainty as the franchisee could and would make use of this opportunity to make new demands.

20. In addition, toll revenue accrued after the expiry of BOT franchise becomes part of the General Revenue under normal circumstances. To extend the BOT franchise will divert such income to BOT operators. This will in effect be a form of direct subsidy to BOT operators, as well as motorists, by way of General Revenue foregone.

Establishment of a Tunnels and Bridges Authority

21. This is a suggestion for the Government to buy back the ownership of all BOT tunnels and bridges. A public authority i.e. the Tunnels and Bridges Authority (TBA) will then be entrusted with the ownership and management of these facilities. It is also suggested that TBA may issue bonds or have its shares listed on the stock market to fund its operations and development of new facilities.

22. Buying back BOT tunnels and bridges will involve enormous capital spending. Whether this is an area of priority in terms of resources allocation is an area we will need to look at carefully. Also, the investment community will expect the TBA to have the autonomy to set tolls if it were to issue bonds or get listed, the implications of which will also require careful consideration.

Redistribution of Tunnel Traffic by Toll Alignment

23. It has been suggested that traffic throughput of the three cross harbour tunnels would be more evenly distributed if tolls charged by these tunnels are aligned. In considering this suggestion, we need to address a number of complex issues :-

- (a) some of the tunnels are in private hands. The Government has no effective control on their toll levels which are determined by toll adjustment mechanisms stipulated in their respective governing legislation;

- (b) the private tunnels are different in terms of franchise period, shareholding interest, construction cost, operating cost and profit and loss situation etc;
- (c) as toll receipts from Government tunnels are part of the General Revenue, the revenue implications of any proposal to divert traffic from the Cross Harbour Tunnel must be carefully considered; and
- (d) BOT operators have certain expectations on the return on their investments. They would expect a toll adjustment mechanism which could provide some certainty on their expected return under the redistribution scheme.

ADVICE SOUGHT

24. Members are requested to note the content of this paper.

Transport Bureau
February 2002

Western Harbour Crossing (WHC)

Meeting date	Committee	Papers/Items
25 June 1993	Transport Panel (TP)	Briefing on WHC
30 June 1993	Council	Administration introduced the Western Harbour Crossing Bill into the Council http://www.legco.gov.hk/yr92-93/english/lc_sitg/hansard/h930630.pdf
21 July 1993	Council	Administration resumed Second Reading debate on the Western Harbour Crossing Bill http://www.legco.gov.hk/yr92-93/english/lc_sitg/hansard/h930721.pdf
10 June 1994	TP	Provision of approach roads to WHC
13 June 1996	TP	Approach roads to WHC
6 Dec 1996	TP	Administration's paper on taxi tolls for WHC http://www.legco.gov.hk/yr96-97/english/panels/tp/papers/tp06123b.htm
11 Apr 1997	TP	Administration's paper on opening of WHC and Lantau Link http://www.legco.gov.hk/yr96-97/english/panels/tp/papers/tp1104-5.htm
16 Sep 1998	Council Question	Hon Albert HO raised a question on traffic flows of cross harbour tunnels Hon CHAN Kam-lam raised a question on traffic volume of WHC http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/980916fe.htm
17 Nov 1999	Council Question	Hon LEE Wing-tat raised a question on toll adjustments for vehicle tunnels. http://www.legco.gov.hk/yr99-00/english/counmtg/hansard/991117fe.pdf

Meeting date	Committee	Papers/Items
15 Dec 2000	TP	<p>Administration' s paper on toll differential amongst different tunnels and the resulting traffic implications</p> <p>http://www.legco.gov.hk/yr00-01/english/panels/tp/papers/a307e04.pdf</p>
	TP	<p>Administration's paper on WHC - toll increase</p> <p>http://www.legco.gov.hk/yr00-01/english/panels/tp/papers/a186e01.pdf</p>
9 Jan 2002	Council Question	<p>Hon CHAN Yuen-han raised a question on traffic volumes of three cross-harbour road tunnels</p> <p>http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0109ti-translate-e.pdf</p>
22 Feb 2002	TP	<p>Administration's paper on Government policy on the provision and operation of tunnels</p> <p>http://www.legco.gov.hk/yr01-02/english/panels/tp/papers/tp0222cb1-1085-4e.pdf</p> <p>http://www.legco.gov.hk/yr01-02/english/panels/tp/papers/tp0222cb1-1596-1e.pdf</p> <p>Administration's paper on WHC tolls</p> <p>http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp1025cb1-2354-1e.pdf</p> <p>Press release on WHC tolls from Western Harbour Tunnel Company Limited (WHC Company)</p> <p>http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp1025-2361-1e-scan.pdf</p>
13 Feb 2003	TP	<p>Administration's paper on WHC toll adjustment</p> <p>http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp0213cb1-888-1e.pdf</p>

Meeting date	Committee	Papers/Items
		<p>Company background brief from WHC Company</p> <p>http://www.legco.gov.hk/yr02-03/english/panels/tp/papers/tp0213cb1-912-1e.pdf</p>
	TP	<p>Administration's paper on WHC Tolls</p> <p>http://www.legco.gov.hk/yr03-04/english/panels/tp/papers/tp0227cb1-988-1e.pdf</p> <p>WHC's letter on "Gazetting of toll table to take effect from 24 February 2004"</p> <p>http://www.legco.gov.hk/yr03-04/english/panels/tp/papers/tp0227cb1-998-2e-scan.pdf</p>
	TP	<p>Administration's paper on WHC Tolls</p> <p>http://www.legco.gov.hk/yr03-04/english/panels/tp/papers/tpcb1-2313-1e.pdf</p>
22 Apr 2005	TP	<p>Supplementary information about CITIC Pacific Limited and its stake in WHC and Eastern Harbour Crossing</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0422cb1-1712-1e.pdf</p>
		<p>Administration's paper on Enhancing the distribution of traffic at the three road harbour crossings</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0422cb1-1298-3e.pdf</p> <p>Administration's paper on distribution of empty taxi traffic among the three road harbour crossings</p> <p>http://www.legco.gov.hk/yr04-05/chinese/panels/tp/papers/tp0422cb1-1683-1ec.pdf</p> <p>Background brief on distribution of traffic amongst the three road harbour crossings prepared by the Secretariat</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0422cb1-1293-e.pdf</p>

Meeting date	Committee	Papers/Items
27 Apr 2005	Council Question	<p>Hon LAU Kong-wah raised a question on the common ownership approach of the three road harbour crossings</p> <p>http://www.legco.gov.hk/yr04-05/english/counmtg/hansard/cm0427ti-translate-e.pdf</p>
6 July 2005	Council Motion	<p>A motion on "Reviewing the mode of construction and operation for transport infrastructure", moved by Hon LAU Kong-wah as amended by Hon Miriam LAU Kin-yea and further amended by Hon Andrew CHENG Kar-foo was passed. [Hansard "page 264"]</p> <p>http://www.legco.gov.hk/yr04-05/english/counmtg/hansard/cm0706ti-translate-e.pdf</p>
	TP	<p>Administration's paper on WHC Tolls</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tpcb1-2152-1e.pdf</p> <p>Press release dated 28 Jul 2005 on WHC tolls issued by WHC Company</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tpcb1-2152-2e.pdf</p> <p>Financial information on WHC</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp1104cb1-2156-e-scan.pdf</p>
24 Feb 2006	TP	<p>Research report on operation of tolls roads, bridges and tunnels in selected places</p> <p>http://www.legco.gov.hk/yr05-06/english/sec/library/0506rp03e.pdf</p>
28 June 2006	Council Question	<p>Hon Frederick FUNG raised a question on improving traffic distribution among road harbour crossings</p> <p>http://www.legco.gov.hk/yr05-06/english/counmtg/hansard/cm0628-translate-e.pdf</p>

Meeting date	Committee	Papers/Items
	TP	<p>Letter from Secretary for the Environment, Transport and Works, attaching a copy of the Net Revenue Statement for 2004/05 submitted by WHC Company</p> <p>http://www.legco.gov.hk/yr05-06/english/panels/tp/papers/tp1104cb1-207-1e-scan.pdf</p>
	TP	<p>Administration's paper on WHC Tolls</p> <p>http://www.legco.gov.hk/yr05-06/english/panels/tp/papers/tpcb1-1963-1e.pdf</p> <p>Financial information on WHC provided by the Administration</p> <p>http://www.legco.gov.hk/yr05-06/english/panels/tp/papers/tpcb1-2065-1e.pdf</p>
	TP	<p>Letter from the Administration dated 27 October 2006 regarding WHC Company's Net Revenue Statement for 2005-2006</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tpcb1-199-1-e.pdf</p>
3 Nov 2006	House Committee	<p>Report of the Subcommittee to Study Western Harbour Crossing Ordinance (Replacement of Schedule 1) Notice 2006 and Tai Lam Tunnel and Yuen Long Approach Road Ordinance (Toll Increase) Notice 2006</p> <p>http://www.legco.gov.hk/yr06-07/english/hc/papers/hc1103cb1-211-e.pdf</p>
9 Jul 2007	TP	<p>Administration's paper on Measures to rationalise utilisation of the three road harbour crossings</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0709cb1-2023-4-e.pdf</p>
	TP	<p>Administration's paper on WHC Tolls</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tpcb1-2205-1-e.pdf</p>

Meeting date	Committee	Papers/Items
		Net revenue statement for 2006-07 submitted by WHC Company http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tpcb1-124-1-e.pdf
	TP	WHC Company's background brief and press release http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tpcb1-533-2-e.pdf Administration's paper WHC Tolls http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tpcb1-533-1-e.pdf