



23 December 2008

The Honourable Chairman and Panel Members
Panel on Transport, Legislative Council
c/o Legislative Council Secretariat (fax: 2869 6794)

Dear Chairman and Panel members

Route 3 Country Park Section (R3CPS) Toll Adjustment

We write to give you a better understanding of the rationale behind our decision to adjust the tolls of Route 3 Country Park Section which shall come into effect on 28 December 2008 (Sunday).

As of 31 July 2008, the Company had an accumulated loss of over HK\$300 million and an outstanding loan of about HK\$4,500 million. The shareholders have invested in this project for 13 years and there are still accumulated losses, not to mention return. Confronted with the huge financial pressure on repayment of loan, it leaves us with no other alternative but to adjust the tolls.

The tolls for medium and heavy goods vehicles unwillingly are adjusted by \$5 this time, the first time ever in eight years. To minimize the immediate impact on the frequent users, a "buy get ten one free" programme for medium and heavy goods vehicles would be launched concurrently in January and February 2009. Some concessionary programmes currently in place would also be continued.

We would continue to maintain the safety assurance and pledge to provide motorists with fast, comfortable and quality services.

A package comprising press release with revised toll table and fact sheet elaborating our rationale is enclosed for your kind reference.

We respectfully look forward to your kind understanding of our toll increase on the back of our huge financial difficulty.

Yours faithfully
ROUTE 3 (CPS) COMPANY LIMITED

Vincent Fong
General Manager

Encl



新聞稿

二零零八年十二月二十三日

大欖隧道調整隧道費優惠
二零零八年十二月二十八日起生效

大欖隧道將於 2008 年 12 月 28 日(星期日)起減少各類型車輛之部分優惠，但調整後之新收費仍遠遠低於法定准許的水平 (詳見附表)。

截至 2008 年 7 月 31 日止之財政年度，隧道公司的累積虧損超過港幣 3 億元，而未償還貸款約為港幣 45 億元。項目至今已超過了十三年，股東亦曾額外注資以進行債務重組，現時已接近三十年專營期之一半，仍有累積虧損，更別說任何回報。面對需償還貸款的財務壓力，公司無奈需作出調整收費之決定，改善收入，以應付償還貸款及減低虧損。

公司過去縱然虧損龐大，仍長期支持貨運業界，為中、重型貨車提供特惠收費，自 2000 年起收費從未作出調整，今次將中、重型貨車收費調高 \$5，乃八年來首次。為減輕對長期貨運業客戶之即時影響，公司會於 2009 年 1 月及 2 月為所有中、重型貨車提供「十次送一次」優惠，詳情列於公司網站 www.route3cps.com.hk。

五項正在推行之優惠計劃，包括「全日吉架貨櫃車 \$25 優惠」、「午夜掛接式貨櫃車 \$25 優惠」、「午夜無載客的士(吉的) \$10 優惠」、「非載客單層巴士 \$50 優惠」及「非載客小巴 \$50 優惠」，將會繼續。



新聞稿續

隧道公司的法定收費亦會同時刊憲調整，此乃遵照「大欖隧道及元朗引道條例」法定機制的一貫做法，即當公司某一財政年度的實際淨收入低於該年度最低估計淨收入時，公司可按程序刊憲調整其法定收費。

三號幹線（郊野公園段）有限公司近數年已額外投資逾港幣二千萬元添置安全設施、重鋪路面及提升服務。總經理方平先生表示：「大欖隧道的安全紀錄一向超卓，公司會竭力維持一貫卓越的安全紀錄，並繼續為駕駛人士提供快捷、舒適以及優質的服務。公司亦會繼續採取多種不同措施以提升流量，包括針對不同車種的運作情況推出優惠，開拓其他收入來源，及積極減省開支。」

連接汀九至元朗之三號幹線郊野公園段，包括 3.8 公里之大欖隧道及 6.3 公里之青朗公路，項目費用為港幣七十億，工程於 1995 年 5 月展開，於 1998 年 5 月 25 日正式通車。

* 完 *



三號幹線(郊野公園段)有限公司
Route 3 (CPS) Company Limited

FOR IMMEDIATE RELEASE

23 December 2008

**Tai Lam Tunnel Revises its Concessionary Tolls
Effective on 28 December 2008**

Tai Lam Tunnel shall reduce some of the concessions for all categories of vehicles with effect from 28 December (Sunday). The revised tolls are still far below the statutory permitted levels (see attached toll table).

As of the financial year ended 31 July 2008, the Company had accumulated losses of over HK\$300 million and an outstanding loan of about HK\$4,500 million. The shareholders have invested for 13 years since the inception of the project and have as far as possible injected additional capital to facilitate refinancing. Now nearly half of the 30-year franchise period has gone and the Company still has accumulated losses, not to mention return. To cope with the pressure to repay the loan, the Company has no alternative but to adjust the tolls to improve revenue so as to repay the loan and reduce losses.

Notwithstanding the huge losses, the Company has been over the years supporting the trucking trade by offering special concessionary tolls. The tolls for medium and heavy goods vehicles have never been adjusted since the year 2000. This time the Company unwillingly has to raise those tolls by \$5 which is the first time ever in eight years. In January and February 2009, the Company would offer “buy 10 get 1 free” for all medium and heavy goods vehicles to minimize the immediate impact on frequent users. Details are put on the Company website www.route3cps.com.hk

The five concessionary programmes currently in place, namely \$25 for empty trailers, \$25 for articulated goods vehicles at midnight, \$10 for taxis without passengers at midnight, \$50 for empty single-decked buses and \$50 for empty light buses shall continue.



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The statutory tolls shall be revised at the same time which is just a normal statutory procedure under the "Tai Lam Tunnel and Yuen Long Approach Road Ordinance". Under the Ordinance, new tolls could be gazetted if the Company's actual net revenue falls short of the minimum estimated net revenue of that specified year.

Route 3 (CPS) Company Limited has taken the initiative to invest more than HK\$20 million in the past few years on road resurfacing, safety and service enhancement. Mr Vincent Fong, the General Manager, says, "Tai Lam Tunnel has excellent safety records over the years. The Company would endeavour to maintain the safety assurance and pledge to provide motorists with fast, comfortable and quality services. As in the past, the Company would continue to take various measures to boost traffic such as launching various tactical promotion campaigns, and positively implementing revenue generation and expense reduction programmes."

The HK\$7,000 million Route 3 Country Park Section consists of the 3.8 km Tai Lam Tunnel and 6.3 km Tsing Long Highway. Works started in May 1995. It was opened to traffic on 25 May 1998.

- END -

大欖隧道收費表 Tai Lam Tunnel Toll Schedule

分類 Category	車輛 Vehicle	現行收費 Existing tolls		二零零八年十二月二十八日起生效之收費 Tolls with effect from 28 Dec 2008		實際加費 Actual increase
		法定准許收費 Statutory tolls	實際收費 Actual tolls	法定准許收費 Statutory tolls	實際收費 Actual tolls	
1.	電單車 Motorcycles	\$35	\$18*	\$40	\$20*	\$2
2.	私家車、的士 Private cars, taxis	\$40	\$28*	\$45	\$30*	\$2
3.	私家/公共小巴 Private/Public light buses	\$105	\$90*	\$120	\$100*	\$10
4.	輕型貨車 (不超過 5.5 噸) Light goods vehicles weight not exceeding 5.5 tonnes	\$105	\$30*	\$120	\$32*	\$2
5.	中型貨車 (5.5 噸以上但不超過 24 噸) Medium goods vehicles weight exceeding 5.5 tonnes but not exceeding 24 tonnes	\$115	\$35*	\$130	\$40*	\$5
6.	重型貨車 (24 噸以上) Heavy goods vehicles weight over 24 tonnes	\$135	\$40*	\$150	\$45*	\$5
7.	單層巴士 Single-decked buses	\$105	\$90*	\$120	\$100*	\$10
8.	雙層巴士 Double-decked buses	\$120	\$105*	\$135	\$120*	\$15
	分類 4-6 的車輛，首兩條以上的每條額外車軸 For vehicles in categories 4-6, each additional axle in excess of two	\$45	免費 free*	\$50	免費 free*	無 nil

*低於法定水平的優惠收費 concessionary tolls which are below statutory levels



三號幹線(郊野公園段)有限公司
關於調整收費之補充資料

1. 財政狀況

- i. 截至 2008 年 7 月 31 日止之財政年度，累積虧損超過港幣 3 億元。
- ii. 截至 2008 年 7 月 31 日止之財政年度，未償還銀行及股東貸款約港幣 45 億元。
- iii. 面對近來銀行借貸謹慎，公司無奈要調整收費，以履行與銀行之貸款協定。
- iv. 股東在這項目已投資了十三年，當中亦曾額外注資以進行債務重組，現時已接近三十年專營期之一半，仍有累積虧損，更別談回報。

2. 交通流量

- i. 2007/08 年度每日平均車流為 48,659：
 - 私家車及的士：54.5%
 - 巴士：11.8%
 - 貨車：33.1%
 - 電單車：0.6%

2000/01	44,488
2001/02	44,017
2002/03	44,030
2003/04	45,374
2004/05	45,690
2005/06	46,764
2006/07	48,675
2007/08	48,659

- ii. 縱使透過針對性之推廣優惠活動，交通流量在過去八年每年仍只平均微增 1.2%，大大低於規劃時之預期。
- iii. 交通流量遠低於預期，主要受西鐵的影響、過境單層巴士的規管、陸路跨境貨運及新界西北發展放緩。

3. 節流措施及服務提升

- i. 雖然現時車流比之前增加，但公司透過有效節流措施，營運開支仍與 2000/01 財政年度相若。

三號幹線(郊野公園段)有限公司 關於調整收費之補充資料 (續)

- ii 開源方面，公司盡很大努力開拓戶外廣告及其他收益，然而此等收益數額始終有限，只佔總收入約 3%，公司的主要收入來源仍得靠隧道費。
- iii. 公司一向把安全放在首位，大欖隧道於 2001 至 2005 年，與及 2007 年均為全港最安全隧道，而 2006 年則排行第二¹。雖然仍處於虧損，公司過去數年仍投資了逾港幣二千萬元主動提升安全及服務水平，包括：(1) 重鋪路面 (2) 在主要路口裝設風琴式防撞欄 (3) 添置設有風琴式防撞欄的工程車 (4) 提升隧道內電台接收系統。

4 惠及不同業界之推廣優惠活動

- i. 公司將於 2009 年 1 月及 2 月，為中、重型貨車提供「十次送一次」優惠（使用「快易通」或 購買代用券）。
- ii. 公司於 2002 年 7 月 29 日推出的「全日吉架貨櫃車 \$25 優惠」將繼續。
- iii. 公司於 2002 年 10 月 7 日推出的「午夜掛接式貨櫃車 \$25 優惠」將繼續。
- iv. 公司在 2004 年 12 月 1 日推出的「午夜非載客的士 \$10 優惠」將繼續。
- v. 公司在 2008 年 4 月 1 日推出的「非載客單層巴士 \$50 優惠」將繼續。
- vi. 公司在 2008 年 9 月 1 日推出的「非載客小巴 \$50 優惠」將繼續。
- vii 公司亦曾嘗試不同之減價優惠計劃，如四週年時「10 送 1」，及 2004 年「快易通私家車半價」等，然而此等計劃反令整體收入下降，公司只好停止該類優惠。

5. 關於調整收費幅度事宜

- i. 雖然公司財政壓力龐大，但仍盡量克制，調整後收費仍遠低於法定准許的水平。
- ii. 公司一向長期為貨運車輛提供特惠收費，中、重型貨車的收費自 2000 年以來從未作出調整，今次迫不得已減少對中、重型貨車之優惠，將收費提高\$5，乃八年來首次，但在 2009 年 1 月及 2 月將為中、重型貨車提供「十次送一次」優惠。

¹ 根據運輸署統計資料，大欖隧道於 2001 至 2005 年，與及 2007 年皆為全港最安全隧道，2006 年則排行第二。2007 年每百萬車輛行駛公里計意外率為 0.03。



Route 3 (CPS) Company Limited
Supplementary information on toll adjustment

1. Finance

- i. As of the financial year ended 31 July 2008, the accumulated losses were over HK\$300 million
- ii. As of the financial year ended 31 July 2008, the outstanding shareholder and bank loans were about HK\$4,500 million.
- iii. As the banks are becoming stringent, the Company has no alternative but to adjust tolls to comply with the Agreement with the banks.
- iv. The shareholders have invested in this project since 1995 with additional injection to facilitate refinancing. 13 years, nearly half of the franchise period, have gone and there are still losses, not to mention return.

2. Traffic

- i. The daily average throughput in 2007/08 was 48,659 comprising :
 - private cars and taxis : 54.5%
 - buses : 11.8%
 - goods vehicles : 33.1%
 - motorcycles : 0.6%

2000/01	44,488
2001/02	44,017
2002/03	44,030
2003/04	45,374
2004/05	45,690
2005/06	46,764
2006/07	48,675
2007/08	48,659

- ii. Traffic is far below the projected level. On average, traffic increased only by 1.2% annually over the past eight years though supported by various targeted promotions.
- iii. Growth in traffic is deterred by the opening of West Rail, regulation on cross-boundary coaches and the slow down of development of the northwest New Territories and cross-boundary freight traffic.

3. Measures on Expense Reduction and Service Enhancement

- i. The Company has striven to reduce operating expenses through various measures. Though traffic has shown mild increase, operating expenses were maintained more or less at 2000/01 levels. /

Route 3 (CPS) Company Limited
Supplementary information on toll adjustment (continued)

- ii. The Company has endeavoured to foster revenues from advertising and others. Those revenues are nevertheless limited, accounting for only around 3% of total, with the principal income still generating from tolls.
- iii. Safety is the Company's prime concern. Tai Lam Tunnel was renowned as Hong Kong's safest tunnel from 2001 to 2005 and in 2007 and was the second safest in 2006¹. Notwithstanding the huge losses, the Company has spent over HK\$20 million in the past few years on service and safety enhancement including (1) road resurfacing (2) installation of crash cushion barriers at major exits (3) installation of truck mount attenuator (4) enhancement of radio rebroadcast system inside tunnel.

4. Concessionary Programmes

- i. In January and February 2009, all medium and heavy goods vehicles can enjoy "buy ten get one free" (Autotoll or prepaid tickets).
- ii. The "\$25 for empty trailers" promotion, launched on 29 July 2002, would continue.
- iii. The "\$25 for articulated goods vehicles at midnight" promotion, launched on 7 October 2002, would continue.
- iv. The "\$10 for taxis without passengers at midnight" promotion, launched on 1 December 2004, would continue.
- v. The "\$50 for empty single-decked buses" promotion, launched on 1 April 2008, would continue.
- vi. The "\$50 for empty light buses" promotion, launched on 1 September 2008, would continue.
- vii. For some programmes such as the "buy ten get one free promotion during the 4th Anniversary" and "50% discount for Autotoll private cars in 2004", the Company had no alternative but to stop them as they had negative impact on the overall revenue.

5. Toll Adjustment Level

- i. Though faced with huge financial pressure, the Company has restrained to minimize the actual increases. The new tolls are still far below the statutory permitted levels.
- ii. The Company has long been supporting the trucking trade by offering special concessionary tolls for freight vehicles. The tolls for medium and heavy goods vehicles have not been adjusted since the year 2000. This time they are raised by \$5 which is the first time ever in eight years. Nevertheless, all medium and heavy goods vehicles can enjoy "buy ten get one free" in January and February 2009.

¹ Tai Lam Tunnel was Hong Kong's safest tunnel for the years 2001 to 2005 and 2007 and was the second safest for 2006 according to the statistics of Transport Department. In 2007, the accident rate per million veh-km was 0.03.