

CLP

More than light

二零一一年電價 2011 Tariff

向立法會經濟發展事務委員會簡報
Presentation to LegCo Panel on
Economic Development

14 -12 - 2010

CLP 中電

中電的電價

CLP's Electricity Tariff

- 中電的電價由兩個主要部份組成
CLP's tariff is made up of two major components
 - **基本電價**：反映服務成本，包括用以供應電力、滿足客戶需求所涉及的資本投資及營運開支，當中亦包括基本燃料成本。

Basic Tariff is a cost of service to customers for capital investments and operating costs for the supply of power to meet customers demand. It includes a standard fuel cost element.

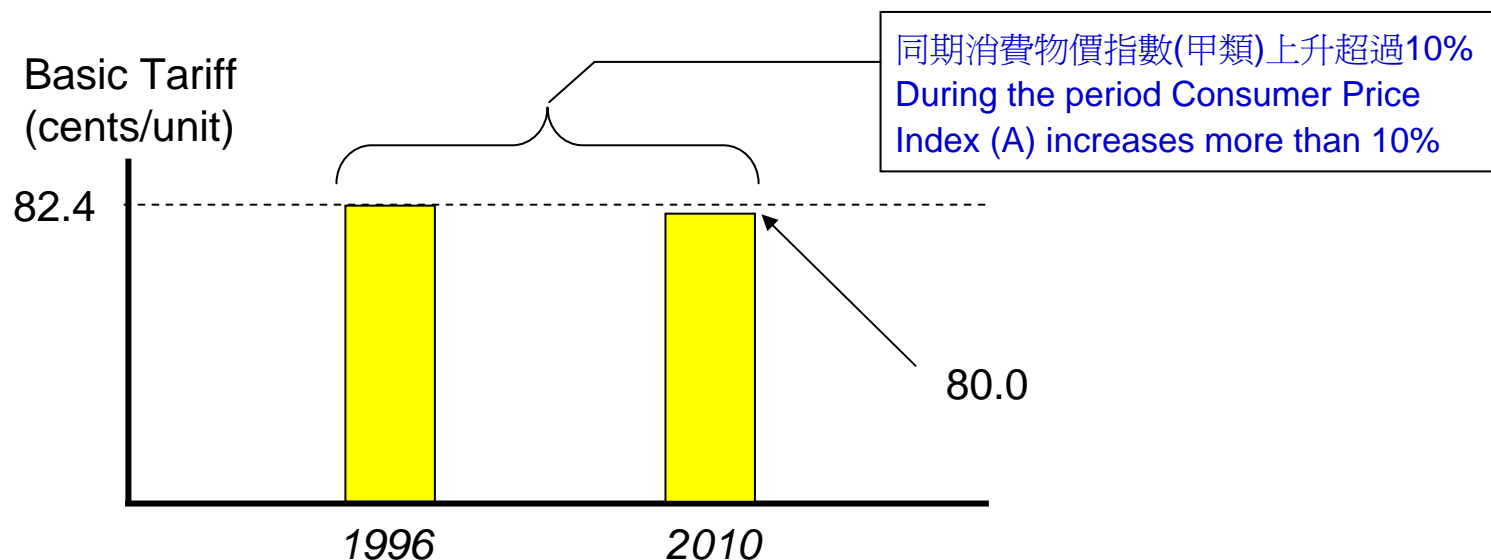
- **燃料價條款收費**：反映用於發電所需的燃料成本，屬於客戶支付的帳項。中電按實際燃料成本與基本燃料成本之間的差距，釐訂附加費或回扣，不會從中獲利。

Fuel Clause Charge reflects the cost of fuel used for generating electricity and is directly passed through to customers. Difference between actual cost and standard cost will be surcharged or rebated. CLP makes no profit on fuel.

中電的電價

CLP's Electricity Tariff

- 中電多年來一直以負責任的態度將電價維持於穩定及可負擔的水平
CLP has managed its tariff responsibly to keep it stable and affordable to its customers over the years
- 現行基本電價水平，與90年代中期相若。
CLP's current Basic Tariff maintains at the same level as in mid-1990s.



在過去10年，中電更向客戶提供逾40億港元的回扣

CLP has also offered over \$4 billion in rebates to customers over the past decade

發展計劃的主要項目進展

Progress Update of Major Projects Under Development Plan

- 多個改善環境表現的項目在今年進展良好

In 2010, projects that help improve environmental performance are in good progress



青山B廠的4台機組中, 3台的脫硫除氮裝置已投入運作, 第4台接近完成
Among the 4 generating units at Castle Peak B, 3 are fitted with Emission Control Facilities, which are already put in operation, while the fourth one is about to complete



新天然氣供應的前期準備工作在進行中
Front-end activities for infrastructure to bring new gas supplies to HK are in progress

發展計劃的主要項目進展

Progress Update of Major Projects Under Development Plan

- 配合香港基建發展及維持供電可靠性的多個輸配電項目進展良好
Transmission and Distribution Facilities projects are underway to support Hong Kong's infrastructure development and maintain supply reliability



啓德郵輪碼頭變電站
Kai Tak Cruise Terminal Substation

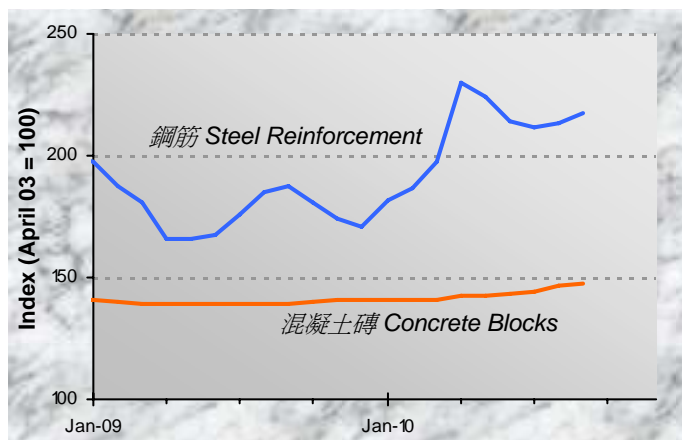


用以供電予機場及屯門區域的青山
電纜隧道
Castle Peak Cable Tunnel for the
transmission cables supplying
Airport/Tuen Mun area

各類指數趨勢均顯示經營開支上升

Rising operating costs as suggested by various index trends

混凝土及鋼材 Concrete & Steel (公營建築工程 HK Public Sector Construction Projects)



Source: C&SD (GoHK)

銅價 Copper Price



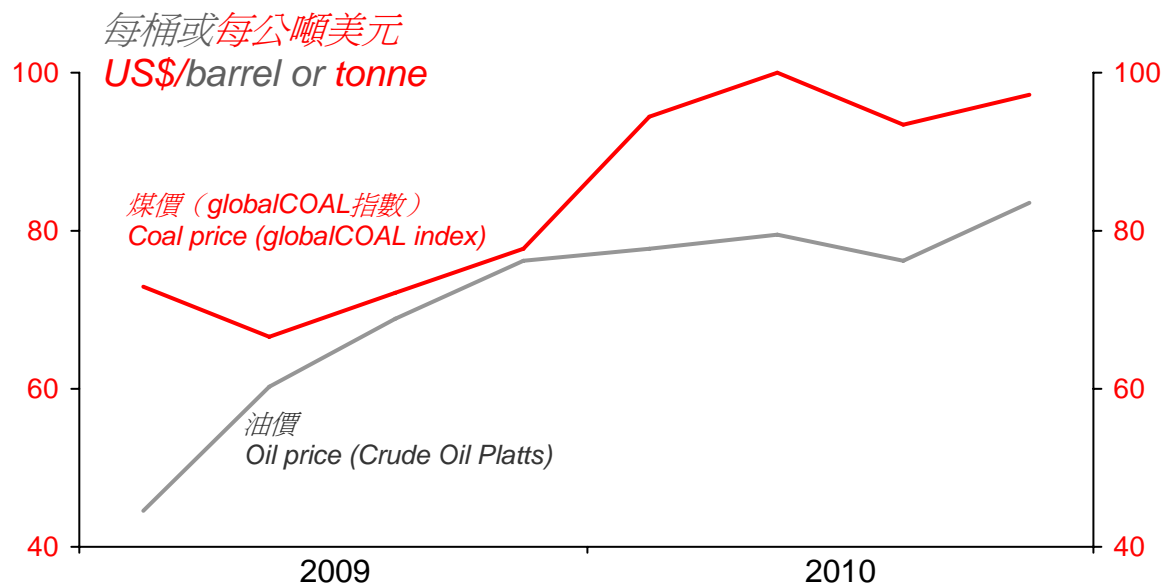
鋁價 Aluminum Price



Source: London Metal Exchange

燃料價格上漲迅速令燃料價條款帳負結餘加劇

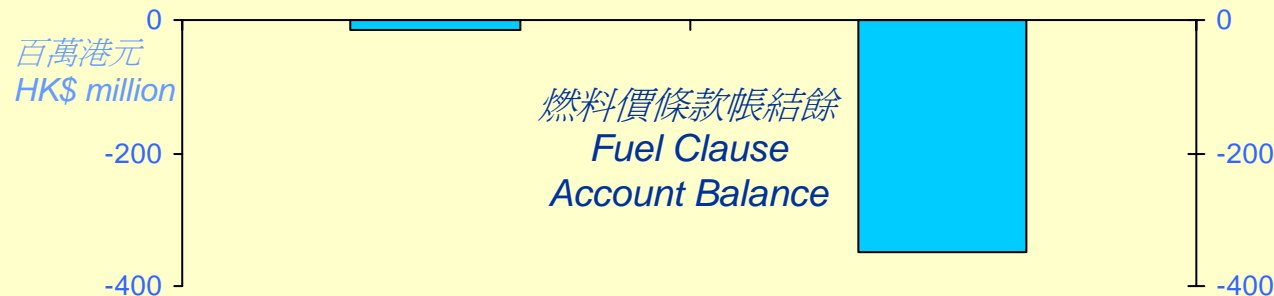
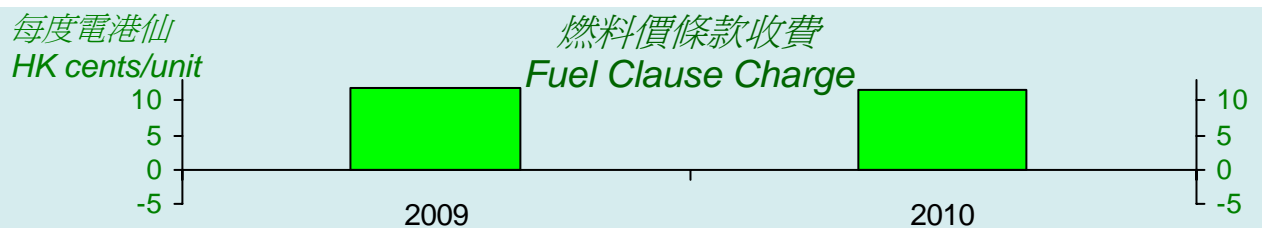
Rising fuel prices rapidly depleting CLP's Fuel Clause Account to a large deficit



- 國際燃料價格自去年上升逾 20%。
The international fuel prices have increased by more than 20% since last year.

- 燃料價條款收費在 2010 年下調及燃料成本上升，擴大了燃料價格調整條款帳的負結餘。

The Fuel Clause Charge reduction in 2010 and the rising fuel costs are widening the Fuel Clause Account deficit.



二零一一年電價

2011 Tariff

組成部份 (每度電港仙) Components (¢/u)	現行價格 Current	改變幅度 Changes	2011年1月生效 Effective Jan 2011
平均基本電價 Average Basic Tariff	80.0	不變 unchanged	80.0
燃料價條款收費 Fuel Clause Charge	11.5	+2.6	14.1
平均淨電價 Average Net Tariff	91.5	+2.6 (+2.8%)	94.1

燃料價條款收費需要調整

Fuel Clause Adjustment is Necessary

- 國際燃料價格自去年上升逾 20%。
The international fuel prices have increased by more than 20% since last year.
- 燃料價條款收費在 2010 年下調及燃料成本上升，擴大了燃料價格調整條款帳的負結餘。
The Fuel Clause Charge reduction in 2010 and the rising fuel costs are widening the Fuel Clause Account deficit.
- 燃料價條款收費必須上調以減少負結餘。
The Fuel Clause Charge increase is to narrow the deficit.
- 燃料價條款收費反映用於發電所需的燃料成本，屬於客戶支付的帳項。中電按實際燃料成本與基本燃料成本之間的差距，釐訂附加費或回扣，不會從中獲利。
The Fuel Clause Charge reflects the cost of fuel used for generating electricity and is directly passed through to customers. Difference between actual cost and standard cost will be surcharged or rebated. CLP makes no profit on fuel.

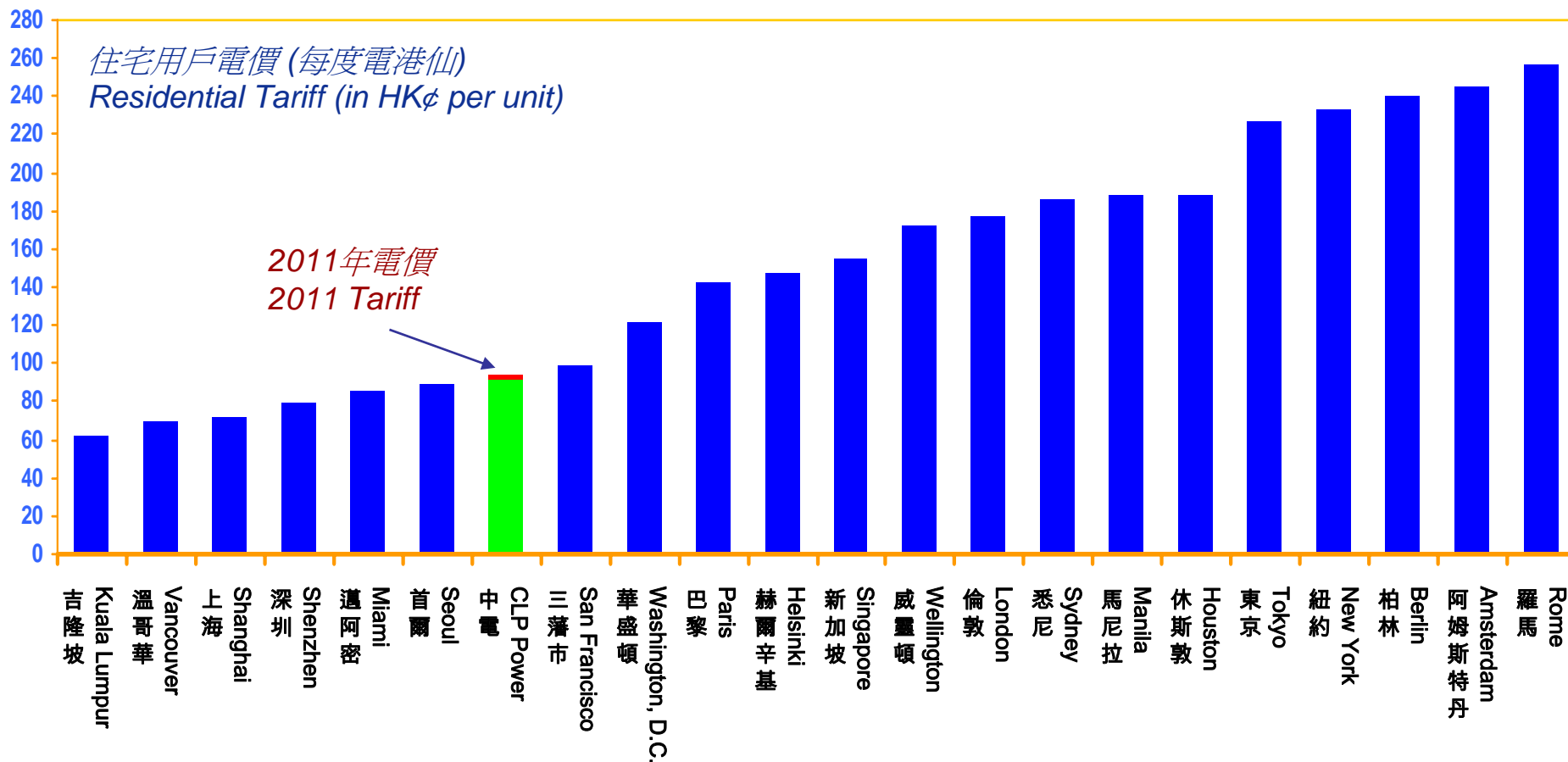
電價調整對客戶的影響

Impacts of Tariff Adjustment to Customers

住宅客戶 Residential Customers	非住宅客戶 Non-Residential Customers
<p data-bbox="238 692 820 892">約七成用戶 平均每月電費上調金額 少於 10元</p> <p data-bbox="238 906 820 1149">About 70% of customers will experience monthly tariff increase of less than \$10</p>	<p data-bbox="1018 692 1601 892">約七成用戶 平均每月電費上調金額 少於 36元</p> <p data-bbox="1018 906 1601 1149">About 70% of customers will experience monthly tariff increase of less than \$36</p>

相比各主要大城市，中電電價相宜

CLP Tariff Compares Favorably to Other Major Cities



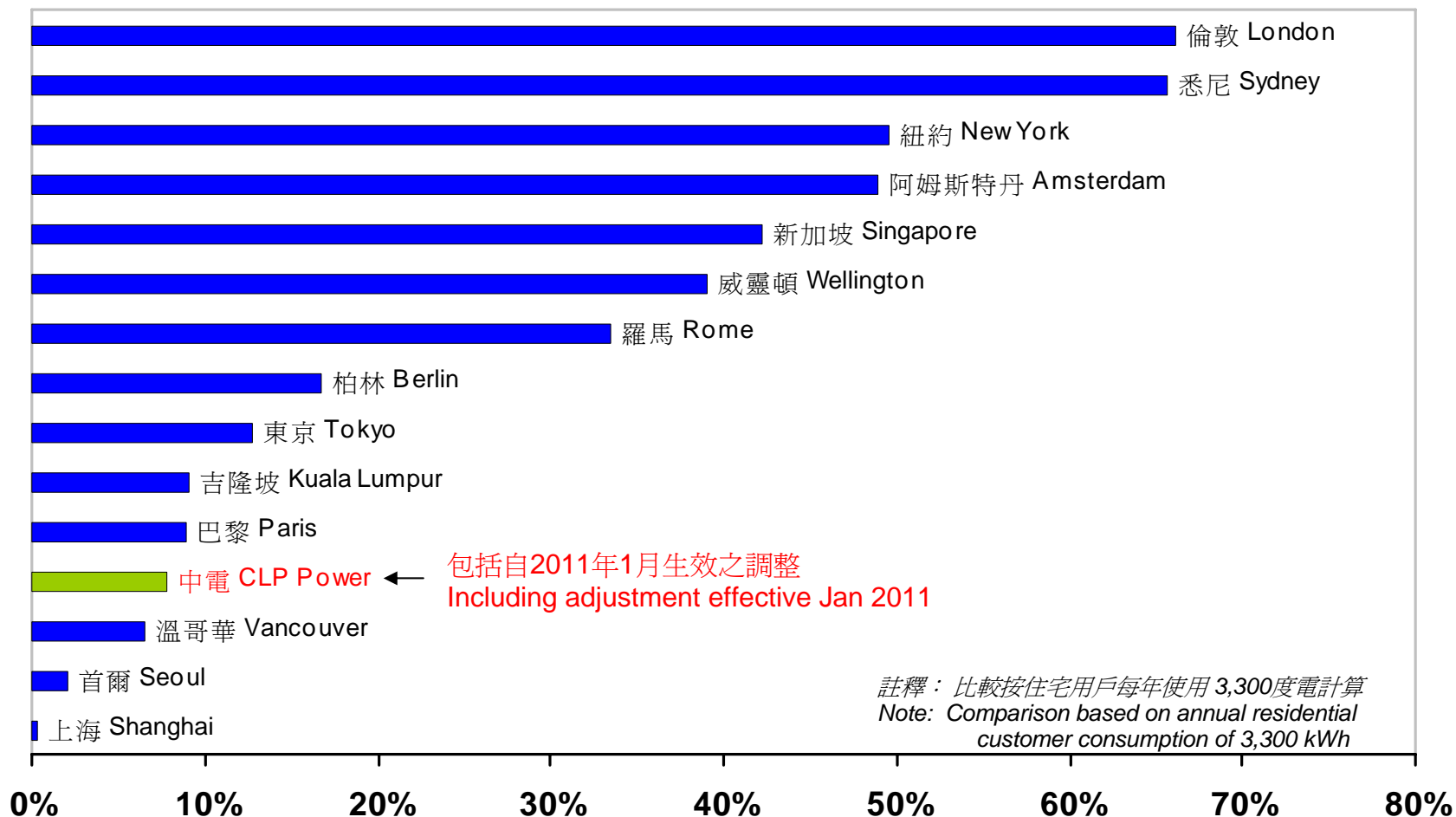
註釋：比較資料反映各城市在二零一零年十一月的電價及匯率
比較按住宅用戶每年使用 3,300 度電計算

Notes: Tariffs and exchange rates are as of November 2010

Comparison based on annual residential customer consumption of 3,300 kWh

各主要城市電價 (2010年 11月)自 2005年大幅上升

Electricity Tariff Rises in Major Metropolitan Cities (Jan 2005 – Nov 2010)



在過去六年，中電電價僅輕微上升，而其他國家的電價卻大幅上升
 Tariff increase of CLP Power in the last 6 years is small in comparison to large tariff increases seen in many major cities

總結

Summary

- 中電的淨電價平均上調 2.8%；其中基本電價被凍結，而燃料價條款收費則每度電增加 2.6仙。
The average 2.8% net tariff increase is a result of Basic Tariff freeze and an increase of 2.6¢/u of fuel clause charge.
- 由於嚴格的成本控制，我們得以保持基本電價不變。現行基本電價仍較 90年代中期低。
Stringent cost control enables no change in Basic Tariff which is still lower than the level of mid-1990s.
- 雖然同期燃料及原材料成本大幅增加、而中電亦盡量採用潔淨燃料，我們仍能將香港的電價維持在較低的水平，並保持世界級的供電可靠性。
Despite significant fuel and material costs increases during the same period and CLP's continuous efforts to use cleaner fuels, we have a relatively low tariff in HK and our reliability is amongst the best in the world.
- 未來，為配合政府對進一步改善空氣質素的進取目標，預期發電成本壓力將會增加，在致力達至環保目標的同時，我們亦繼續透過審慎財政管理及成本控制，確保客戶可享有平穩、具競爭力的電價。
Increasing cost pressure is expected with the more challenging targets for environmental performance. While doing our best to meet the targets, CLP will continue to work hard to ensure our customers enjoy a stable and competitive tariff through prudent financial management and cost control.