



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

10 June 2005

The Honourable Chairman and Panel Members  
Panel on Transport, Legislative Council  
c/o Legislative Council Secretariat

Dear Chairman and Panel members

**Re: 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 would come into effect on 19 June 2005 (Sunday).

Traffic of R3CPS has been hard hit by the impact of West Rail, regulation on cross-boundary coaches, the slow down of development in northwest New Territories and the economic downturn in the past years. Notwithstanding the various promotional schemes we have launched to attract traffic and increase revenue, the traffic throughput was still far below the projected target and the financial burden remains massive. As at the end of July 2004, the accumulated loss was HK\$400 million and the outstanding bank loan was \$3,700 million. Rising interest rates will further worsen our financial position. It therefore leaves us with no other alternative but to adjust the tolls.


The increase is nonetheless not across-the-board. The concessionary tolls for medium and heavy goods vehicles and motorcycles remain unchanged. Tolls for private cars, taxis and light goods vehicles are increased by \$3 only, which are far below the maximum permitted levels. Some promotional programmes currently in place will also be continued.

According to the Tai Lam Tunnel and Yuen Long Approach Road Ordinance, the toll adjustment could have been given effect in early 2002. We have already made the best restraint to defer the adjustment by three years taking prudent considerations of the economic situation and market conditions.

R3CPS is a 10.1 km expressway between Yuen Long and Ting Kau. Notwithstanding the huge loss, the Company has spent millions in the past few years on service and safety enhancement including road resurfacing, installation of crash cushion barriers at major exits, installation of truck mount antennuator and enhancement of radio rebroadcasting system inside tunnel. Tai Lam Tunnel is Hong Kong's safest tunnel since 2001. The Company would endeavour, in the future as in the past, to provide motorists with safe, fast and comfortable services that are money worthy.

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

Yours faithfully  
ROUTE 3 (CPS) COMPANY LIMITED

  
Vincent Fong  
General Manager

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

新聞稿

二零零五年六月十日

**大欖隧道調整收費**  
**由二零零五年六月十九日起生效**

大欖隧道將於 2005 年 6 月 19 日（星期日）起調整收費，私家車、的士及輕型貨車增加收費 \$3，巴士及小巴的調整幅度則為 \$15，中、重型貨車及電單車現時的優惠收費則維持不變（詳見附表）。

是次調整收費乃按照「大欖隧道及元朗引道條例」內法定機制進行，是次調整原本可最早於 2002 年初實施。負責營運大欖隧道的三號幹線(郊野公園段)有限公司，在考慮了經濟環境及市場狀況，已作最大克制將加價推遲了三年，是次加幅亦遠低於法例容許的水平，中、重型貨車的優惠收費更維持不變。

隧道公司截至 2004 年 7 月 31 日止的財政年度，累積虧損為港幣 4 億元，而未償還銀行貸款為港幣 37 億元，加上利息日益趨升，調整收費是基於龐大財政壓力下所作出一個逼不得已的決定。三號幹線（郊野公園段）有限公司總經理方平先生表示：「公司過去已經採取多種不同措施以刺激流量，包括針對不同車種推出優惠，開拓收入來源，以及減省開支。然而受到西鐵、過境單層巴士的規管、經濟低迷及新界西北發展放緩的影響，公司在凍結收費四年後，現時必須採取措施以改善收入，應付償還貸款及日益趨升的利息開支所致的龐大財政壓力。」

隧道公司將秉承過去七年對貨運業界的 support，繼續向貨運車輛提供優惠。中、重型貨車的廉宜優惠收費繼續維持不變，而「吉架」貨櫃車優惠及掛接式貨櫃車午夜優惠仍會繼續推行，已加入企業優惠計劃的營業車隊亦續享額外優惠。另外，午夜無載客的士（吉的）優惠亦將延續。

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**新聞稿續**

三號幹線（郊野公園段）有限公司一直以為駕駛人士提供安全、快捷及舒適的優質服務為宗旨，近幾年已額外投資數百萬元添置安全設施及提升服務。方平補充：「三號幹線郊野公園段全長達 10.1 公里，當中的大欖隧道自 2001 年起保持為全港最安全的隧道。公司會一如既往，竭力為駕駛人士提供安全、快捷、舒適以及物超所值的服務。」

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，於 1998 年 5 月 25 日通車。

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

FOR IMMEDIATE RELEASE

10 June 2005

**New Tolls for Tai Lam Tunnel**  
**Effective on 19 June 2005**

Tai Lam Tunnel will increase tolls with effect from 19 June (Sunday). The tolls for private cars, taxis and light goods vehicles are raised by \$3 and that for mini-buses and buses by \$15. The current concessionary tolls for motorcycles, medium and heavy goods vehicles will remain unchanged (see attached toll table).

The increase, which could have been effected in early 2002, is in compliance with the adjustment mechanism specified in the Tai Lam Tunnel and Yuen Long Approach Road Ordinance. After taking prudent consideration of the economic situation and market conditions, Route 3 (CPS) Company Limited, the Company operating the Tai Lam Tunnel, has made the best restraint to defer the increase by three years. The new tolls are far below the maximum levels permitted and the concessionary tolls for medium and heavy goods vehicles remain unchanged.

As of the financial year ended 31 July 2004, the Company has an accumulated loss of HK\$400 million and an outstanding bank loan of HK\$3,700 million coupled with rising interest rate. The toll adjustment has to be made due to huge financial pressure. Mr Vincent Fong, General Manager of Route 3 (CPS) Company Limited, explained, "The Company has been taking various measures to boost traffic such as launching various promotion campaigns targetting different vehicle types, and implementing revenue generation and expense reduction programmes. Notwithstanding that, the Company is hard hit by the impact of West Rail, regulation on cross-boundary coach services, economic downturn and the slow down of development in northwest N.T. Faced with the huge financial pressure on repayment of bank loan and escalating interest expenses, the Company has no alternative but to take measures to improve revenue after that tolls have been frozen for four years."

The Company has been supporting the trucking trade in the past seven years and would continue to keep the concessionary tolls for medium and heavy goods vehicles unchanged.

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At the same time, fleets under the corporate incentive scheme will continue to enjoy additional discounts on tolls. The three programmes currently in place — \$25 for empty trailers, \$25 for articulated heavy goods vehicles at midnight and \$10 for taxis without passengers at midnight — will be continued.

Route 3 (CPS) Company Limited pledges to render motorists with safe, fast and comfortable quality services and has taken the initiative to invest millions in the past few years on safety and service enhancement. Mr Fong said, "Tai Lam Tunnel, an essential part of the 10.1 km Route 3 Country Park Section, is boasted of as Hong Kong's safest tunnel since 2001. The Company would endeavour, in the future as in the past, to provide motorists with safe, fast, comfortable services that are money worthy."

Route 3 Country Park Section consists of the 3.8 km Tai Lam Tunnel and 6.3 km Tsing Long Highway. Opened on 25 May 1998, it is an important link between Ting Kau and Yuen Long.

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**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 2004 年 7 月 31 止的財政年度，累積虧損為港幣 4 億元。
- ii. 截至 2004 年 7 月 31 止的財政年度，未償還銀行貸款為港幣 37 億元。

在面對龐大虧損及趨升的利息下，公司必須採取措施以改善收入，應付償還貸款及日益趨升的利息開支所致的財政壓力。

2. 交通流量

- i. 2004 年每日平均車流為 45,385：
  - 私家車及的士：54%
  - 巴士：15%
  - 貨車：30%
  - 電單車：1%

2000	45,153
2001	43,803
2002	44,456
2003	44,265
2004	45,385

受到西鐵、經濟低迷及新界西北發展放緩影響，縱然公司不斷推出優惠推廣活動，車流自 2000 年起始終無甚增加。

- ii. 西鐵通車及政府對過境單層巴士的規管，令巴士(雙單層合計)車數每日減少超過 1,000 架次(即下跌近 15%)。

3. 節流措施及服務提升

- i. 公司自 2000/01 財政年度起，透過節流措施，營運開支已經減少了。
- ii. 公司不斷開拓戶外廣告及其他收益，然而受制於市道，該等收益始終有限。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，大欖隧道自 2001 年起成為全港最安全隧道<sup>1</sup>。雖

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<sup>1</sup> 根據運輸署統計資料，大欖隧道 2001 至 2003 年皆為全港最安全隧道，每百萬車輛行駛公里計意外率僅為 0.03。2004 年資料仍未公布。



然仍處於虧損，公司過去幾年仍投資數百萬元主動提升安全及服務水平，包括：(1) 重鋪部分路面 (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. 推廣優惠活動

- i. 公司過去七年來一直為貨運車輛提供極廉宜的優惠收費，私家車及電單車의收費亦低於法定上限。
- ii. 公司於 2002 年 7 月 29 日起推出「吉架貨櫃車 \$25 優惠」，此優惠將繼續。
- iii. 公司於 2002 年 10 月 7 日起推出「午夜掛接式貨櫃車 \$25 優惠」，此優惠將繼續。
- iv. 高用量營業車隊的個別折扣優惠仍將繼續。
- v. 公司在 2004 年 12 月 1 日起推出「午夜非載客的士 \$10 優惠」，此優惠將繼續。

#### 5. 關於調整收費時間事宜

- i. 公司對上一次調整收費為 2001 年 4 月 1 日，收費足足凍結了四年。
- ii. 根據機制，公司本可最快於 2002 年 1 月 1 日實施是次收費調整<sup>2</sup>。
- iii. 公司考慮了市場情形、經濟環境及大眾承受情況，盡了最大克制將加價日期整整推遲了三年，而加幅亦遠低於法例容許水平，中、重型貨車的優惠收費更加維持不變。

<sup>2</sup> 根據「大欖隧道及元朗引道條例」，如公司某年度的實際淨收入，少於該年度的最低估計淨收入，則公司可申請提早實施下一次預期使用費增加。今次所指的年度為 2000/01。



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

1. Finance

- i. As of the financial year ended 31 July 2004, the accumulated loss was HK\$400 million.
- ii. As of the financial year ended 31 July 2004, the outstanding bank loan was HK\$3,700 million.

Faced with the huge financial pressure on repayment of bank loan and escalating interest expenses, the Company has no alternative but to take measures to improve revenue.

2. Traffic

- i. The daily average throughput in 2004 was 45,385 comprising :
  - private cars and taxis : 54%
  - buses : 15%
  - goods vehicles : 30%
  - motorcycles : 1%

2000	45,153
2001	43,803
2002	44,456
2003	44,265
2004	45,385

Affected by the impact of West Rail, economic downturn, and the slow down of development in northwest N.T, traffic has shown no growth since 2000 even with vigorous marketing programmes.

- ii. Traffic is badly hit by the opening of West Rail and the regulation on cross-boundary coaches. Bus traffic (single and double decked) alone dropped by over 1,000 vehicles per day (i.e. near 15% drop).

3. Measures on Expense Reduction and Service Enhancement

- i. Starting from the 2000/01 financial year, the Company has striven to reduce operating expenses through various measures.
- ii. The Company has endeavoured to foster revenues from advertising and others. Those revenues are nevertheless limited in a sluggish market with the principal income still generating from tolls.

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iii. Safety is the Company's prime concern. Tai Lam Tunnel is boasted of as Hong Kong's safest since 2001<sup>1</sup>. Notwithstanding the huge loss, the Company has spent millions 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. Marketing and Promotion

- i. The Company has been in the past seven years offering special concessions to trucks. The tolls for private cars and motorcycles are also far below the permitted levels.
- ii. The "\$25 for empty trailers" promotion, launched since 29 July 2002, would be continued.
- iii. The "\$25 for articulated heavy goods vehicles at midnight" promotion, launched since 7 October 2002, would be continued.
- iv. Additional discounts for corporate fleets under the incentive scheme would be continued.
- v. The "\$10 for taxis without passengers at midnight" promotion, launched on 1 December 2004, would be continued.

5. Time Table on Toll Adjustment

- i. The last increase was on 1 April 2001. Tolls have then been frozen for four years.
- ii. This increase could have been effected as early as 1 January 2002 according to the adjustment mechanism<sup>2</sup>.
- iii. The Company has given due consideration to the economic situation, market conditions and affordability and deferred the increase by three years. The new tolls are far below the maximum levels permitted and the concessionary tolls for medium and heavy goods vehicles remain unchanged.

<sup>1</sup> Tai Lam Tunnel was Hong Kong's safest tunnel from 2001 to 2003 according to statistics of Transport Department. The accident rate per million veh-km was 0.03. The statistics for 2004 have not yet been released.

<sup>2</sup> According to the Tai Lam Tunnel and Yuen Long Approach Road Ordinance, if the Actual Net Revenue for any year is less than the Minimum Estimated Net Revenue for that year, the Company may apply to advance the next anticipated toll increase. The year referring to here is 2000/01.

## 大欖隧道收費表 Tai Lam Tunnel Toll Schedule

分類 Category	車輛 Vehicle	現行收費 Existing tolls	新法定准許收費 New gazetted tolls	新實際收費 New effective tolls	實際加幅 Effective rate of increase
1.	電單車 Motorcycles	\$17*	\$25	\$17*	0%
2.	私家車、的士 Private cars, taxis	\$22 *	\$30	\$25*	13.6%
3.	私家/公共小巴 Private/Public light buses	\$60	\$75	\$75	25%
4.	輕型貨車 (不超過 5.5 噸) Light goods vehicles weight not exceeding 5.5 tonnes	\$25*	\$75	\$28*	12%
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	\$35*	\$85	\$35*	0%
6.	重型貨車 (24 噸以上) Heavy goods vehicles weight over 24 tonnes	\$40*	\$105	\$40*	0%
7.	單層巴士 Single-decked buses	\$60	\$75	\$75	25%
8.	雙層巴士 Double-decked buses	\$75	\$90	\$90	20%
	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	免費 free*	\$35	免費 free*	0%

\*concessionary tolls offered by Tai Lam Tunnel 大欖隧道提供的優惠收費