

**立法會**  
**Legislative Council**

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Tel : 2869 9205

Date : 24 January 2008

From : Clerk to the Legislative Council

To : All Members of the Legislative Council

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**Council meeting of 30 January 2008**

**Proposed resolution under section 34(2) of the  
Interpretation and General Clauses Ordinance**

I forward for Members' consideration a proposed resolution which the Secretary for Transport and Housing will move at the Council meeting of 30 January 2008 under section 34(2) of the Interpretation and General Clauses Ordinance relating to the Tsing Sha Control Area (Tolls, Fees and Charges) Regulation. The President has directed that "it be printed in the terms in which it was handed in" on the Agenda of the Council.

2. The speech, in both English and Chinese versions, which the Secretary for Transport and Housing will deliver when moving the proposed resolution, is also attached.

( Mrs Justina LAM )  
for Clerk to the Legislative Council

Encl.

INTERPRETATION AND GENERAL CLAUSES  
ORDINANCE

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**RESOLUTION**

(Under section 34(2) of the Interpretation and General Clauses Ordinance  
(Cap. 1))

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TSING SHA CONTROL AREA (TOLLS, FEES AND  
CHARGES) REGULATION

RESOLVED that the Tsing Sha Control Area (Tolls, Fees and Charges) Regulation, published in the Gazette as Legal Notice No. 237 of 2007 and laid on the table of the Legislative Council on 9 January 2008, be amended –

- (a) in section 4(3), in the English text, by repealing “of him” and substituting “on him”;
- (b) by repealing Schedule 1 and substituting –

“SCHEDULE 1

[s. 3]

TOLLS

Category	Description of vehicles	Toll or description of tolls payable
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1.	(a)	Motor cycle	\$8
	(b)	Motor tricycle	\$8
2.	(a)	Private car	\$8
	(b)	Electrically powered passenger vehicle	\$8
	(c)	Taxi	\$8
3.	(a)	Public light bus	\$8
	(b)	Private light bus	\$8
4.	(a)	Light goods vehicle	\$8
	(b)	Special purpose vehicle of a permitted gross vehicle weight not exceeding 5.5 t	\$8
5.	(a)	Medium goods vehicle	\$8
	(b)	Special purpose vehicle (other than articulated vehicle) of a permitted gross vehicle weight exceeding 5.5 t but not exceeding 24 t	\$8
6.	(a)	Heavy goods vehicle	\$8
	(b)	Special purpose vehicle (other than articulated vehicle) of a permitted gross vehicle weight	\$8

exceeding 24 t

7.	(a)	Public bus (single-decked)	\$8
	(b)	Private bus (single-decked)	\$8
8.	(a)	Public bus (double-decked)	\$8
	(b)	Private bus (double-decked)	\$8
9.		Articulated vehicle	\$8
10.		Vehicle towing another vehicle	\$16
11.		Vehicle (other than articulated vehicle) towing a trailer	\$16”.

(Translation)

**Meeting of Legislative Council on 30 January 2008**  
**Speech of the Secretary for Transport and Housing for Moving a Motion to**  
**Amend the Tsing Sha Control Area (Tolls, Fees and Charges) Regulation**

Madam President,

First of all, I wish to express my gratitude to the work of the Subcommittee chaired by the Honourable Miriam Lau in examining the Tsing Sha Control Area (Tolls, Fees and Charges) Regulation.

After consulting the Legislative Council Panel on Transport last year, earlier on we introduced into the Legislative Council the Tsing Sha Control Area (Tolls, Fees and Charges) Regulation, which prescribes the level of tolls of the Tsing Sha Control Area. Our original proposal was to adopt a differential toll regime of \$12, which is similar to the toll levels and regime of one of the major alternative routes to the Tsing Sha Control Area, i.e. the Tate's Cairn Tunnel. In determining this toll regime, we took into account a number of relevant factors, such as the strategic location of the Tsing Sha Control Area, diversion effect on other roads, user-pays principle, public affordability and acceptability, the relationship between toll levels and the payback period, etc.

Nevertheless, we note that over the past month, there was a series of price hikes in essential goods and services, and in the transport field, there has also been increasing public concern about rising transportation cost. In light of that, we consider that within the control of the Administration, we should alleviate the pressure of transportation cost on the public. Therefore, I would now like to move a motion to reduce our originally proposed toll regime for the Tsing Sha Control Area, i.e. a differential toll of \$12 for private cars with corresponding levels for other vehicle types, to a flat toll of \$8 for all vehicle types. This proposal has made reference to the toll regime of another major alternative route to the Tsing Sha Control Area, i.e. the Lion Rock Tunnel. The revised toll level would attract more vehicles to use the Tsing Sha Control Area.

I need to point out that under the original differential toll regime of \$12, it is estimated that after the commissioning of the Tsing Sha Control Area, it will take 56 years to achieve the Administration's target return on Average Net Fixed Assets of 8.4% for the provision of utilities, and the relevant payback period is estimated to be 34 years. Under the proposed revised flat toll regime of \$8, the target return will be achieved in 80 years' time after the commissioning, and the relevant payback period is estimated to be 53 years.

The proposed revised toll level is detailed in the motion I submitted earlier.

Madam President, I beg to move.

Thank you.