

## LEGISLATIVE COUNCIL PANEL ON TRANSPORT

### Route 3 (Country Park Section) Tolls

#### Introduction

This paper informs Members that the new concessionary toll levels of the Route 3 (Country Park Section) (Route 3) will take effect on 1 January 2011.

#### Background

2. The Tai Lam Tunnel and Yuen Long Approach Road Ordinance (Cap. 474) provides for a specified toll adjustment mechanism in respect of Route 3, under which the franchisee may effect anticipated toll increases on certain specified dates (1 January of 2003, 2010 and 2017). However, if the franchisee's actual net revenue falls short of the minimum estimated net revenue for that year as specified in Schedule 4 to Cap. 474, the franchisee may advance an anticipated toll increase or create an additional toll increase if all the anticipated toll increases have been effected. The maximum levels of increase in respect of different categories of vehicles are specified in Schedule 2 to Cap. 474.

3. Since the operation of Route 3 in 1998, the franchisee's net revenue has consistently fallen short of the specified levels. The last statutory toll increase of Route 3 was made on the basis of its 2005/06 Net Revenue Statement and took effect on 4 September 2010. However, the franchisee has offered concessions to all categories of vehicles so that actual toll levels are maintained at the same levels since 28 December 2008. A summary of the historical changes in Route 3's toll levels is at [Annex A](#).

#### Latest Position

4. We have all along urged the franchisee to have due regard to public affordability and acceptability in devising its tolling strategy, and the franchisee has until recently withheld increasing the actual toll levels. Despite our continued persuasion, the franchisee has recently informed the Government that it must improve its revenue position because its net revenue has consistently fallen short of the specified levels and it still has an outstanding loan of around \$3.4 billion. The franchisee will therefore reduce the concessions to certain types of vehicles, namely private car and taxi, light goods vehicle, single-decked bus and double-decked bus with

effect from 1 January 2011. We note that the franchisee will continue to offer concessions to all types of vehicles. The franchisee has also decided not to increase the actual tolls of the other vehicle types, namely motorcycle, light bus, medium and heavy goods vehicle. The existing and new concessionary toll levels of Route 3 are at **Annex B**.

5. Although the franchisee has made the adjustments within the toll levels allowed in the relevant ordinance, we will continue to reflect to the franchisee that it should have due regard to market reaction and the wider public interest in devising its toll strategy.

**Transport and Housing Bureau**  
**December 2010**

**Historical Toll Levels of Route 3 (page 1 of 2)**

	<b>25 May 1998</b>		<b>11 August 1998</b>		<b>27 October 1998</b>		<b>1 April 2000</b>		<b>18 September 2000</b>		<b>1 April 2001</b>	
	Statutory	Actual	Statutory	Conces- sionary	Statutory	Conces- sionary	Statutory	Conces- sionary	Statutory	Conces- sionary	Statutory	Conces- sionary
<b>Motorcycle</b>	\$10	\$10	\$10	\$10	\$10	\$10	\$15	\$15	\$15	\$15	\$20	\$17
<b>Private car and Taxi</b>	\$15	\$15	\$15	\$15	\$15	\$15	\$20	\$20	\$20	\$20	\$25	\$22
<b>Light bus</b>	\$30	\$30	\$30	\$30	\$30	\$30	\$45	\$45	\$45	\$45	\$60	\$60
<b>Light goods vehicle</b>	\$30	\$30	\$30	\$30	\$30	\$23	\$45	\$25	\$45	\$25	\$60	\$25
<b>Medium goods vehicle</b>	\$40	\$40	\$40	\$30	\$40	\$30	\$55	\$35	\$55	\$35	\$70	\$35
<b>Heavy goods vehicle</b>	\$60	\$60	\$60	\$30	\$60	\$30	\$75	\$35	\$75	\$40	\$90	\$40
<b>Single-decked bus</b>	\$30	\$30	\$30	\$30	\$30	\$30	\$45	\$45	\$45	\$45	\$60	\$60
<b>Double-decked bus</b>	\$45	\$45	\$45	\$45	\$45	\$45	\$60	\$60	\$60	\$60	\$75	\$75
<b>Extra axle</b>	\$20	\$20	\$20	\$0	\$20	\$0	\$25	\$0	\$25	\$0	\$30	\$0

**Historical Toll Levels of Route 3 (page 2 of 2)**

	<b>19 June 2005</b>		<b>17 September 2006</b>		<b>19 August 2007</b>		<b>28 December 2008</b>		<b>1 August 2009</b>		<b>4 September 2010</b>	
	Statutory	Conces- sionary	Statutory	Conces- sionary	Statutory	Conces- sionary	Statutory	Conces- sionary	Statutory	Conces- sionary	Statutory	Conces- sionary
<b>Motorcycle</b>	\$25	\$17	\$30	\$17	\$35	\$18	\$40	\$20	\$45	\$20	\$50	\$20
<b>Private car and Taxi</b>	\$30	\$25	\$35	\$25	\$40	\$28	\$45	\$30	\$50	\$30	\$55	\$30
<b>Light bus</b>	\$75	\$75	\$90	\$75	\$105	\$90	\$120	\$100	\$135	\$100	\$150	\$100
<b>Light goods vehicle</b>	\$75	\$28	\$90	\$28	\$105	\$30	\$120	\$32	\$135	\$32	\$150	\$32
<b>Medium goods vehicle</b>	\$85	\$35	\$100	\$35	\$115	\$35	\$130	\$40	\$145	\$40	\$160	\$40
<b>Heavy goods vehicle</b>	\$105	\$40	\$120	\$40	\$135	\$40	\$150	\$45	\$165	\$45	\$180	\$45
<b>Single-decked bus</b>	\$75	\$75	\$90	\$75	\$105	\$90	\$120	\$100	\$135	\$100	\$150	\$100
<b>Double-decked bus</b>	\$90	\$90	\$105	\$90	\$120	\$105	\$135	\$120	\$150	\$120	\$165	\$120
<b>Extra axle</b>	\$35	\$0	\$40	\$0	\$45	\$0	\$50	\$0	\$55	\$0	\$60	\$0

**Annex B****Existing and New Tolls of Route 3**

	<b>Existing Tolls</b>		<b>New Tolls (w.e.f. 1.1.2011)</b>		<b>Actual Increase</b>
	Statutory	Concessionary	Statutory	Concessionary	
Motorcycle	\$50	\$20	\$50	\$20	\$0
Private car and taxi	\$55	\$30	\$55	\$33	\$3
Light bus	\$150	\$100	\$150	\$100	\$0
Light goods vehicle	\$150	\$32	\$150	\$34	\$2
Medium goods vehicle	\$160	\$40	\$160	\$40	\$0
Heavy goods vehicle	\$180	\$45	\$180	\$45	\$0
Single-decked bus	\$150	\$100	\$150	\$115	\$15
Double-decked bus	\$165	\$120	\$165	\$135	\$15
Extra axle	\$60	\$0	\$60	\$0	\$0