



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

24 December 2012

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 provide you a better understanding of the rationale behind our decision to adjust the tolls of Route 3 Country Park Section (R3CPS) with effect from 1 January 2013.

Since the tunnel was completed in 1998, the economy in general has not developed as forecast and, far from flourishing, the cross-border container freight industry in particular has declined steadily. It was not until financial year 2009/10, i.e. half way through the 30-year franchise, that we managed to wipe out accumulated losses and began to accumulate any profit. As of the financial year ended 31 July 2012, the Company has through prudent management accumulated a profit of HK\$474 million. However, the Company still has an outstanding loan of around HK\$2,500 million and must improve its revenues in order to be able to repay this amount.

Mindful of continuing economic uncertainty, we have exercised considerable restraint to keep the overall average adjustment at a modest rate of 4.4%. To minimize the impact of our toll adjustment on the mass public, the tolls for all buses will be kept unchanged. The tolls for medium and heavy goods vehicles, which have been frozen for four years, are to be adjusted by a flat \$3. The three concessionary programmes currently in place will also continue.

Details of these adjustments are contained in the attached package, which includes our press release together with the revised toll table and a fact sheet elaborating the background to these adjustments.

We respectfully look forward to your kind understanding of our toll adjustment in light of the continuing difficult operating environment.

Yours faithfully

ROUTE 3 (CPS) COMPANY LIMITED

Vincent Fong
General Manager

Encl



新聞稿

2012年12月24日

大欖隧道調整隧道費優惠
2013年1月1日起生效

大欖隧道將於2013年1月1日起調整部份車種之收費優惠，所有車種整體平均調整幅度為4.4%。各類型巴士及電單車之收費維持不變，私家車及貨車實際收費則增加\$3至\$4不等，詳見附表。

大欖隧道由三號幹線(郊野公園段)有限公司(公司)建造及營運，自隧道於1998年落成以來，整體經濟未如預期般發展，跨境貨運業尤甚，持續萎縮，更遑論興旺。公司直至2009/10之財政年度，即已過了30年專營期之一半，才能消除累積虧損。截至2012年7月底之財政年度，透過審慎管理，公司累積了4億7千4百萬港元之盈餘，但公司仍有約25億港元之未償還貸款，須改善收入以償還貸款。

公司顧及到經濟會繼續有不確定性，今次已盡量克制，所有類型巴士之收費均維持不變，以求將對普羅大眾之影響減至最低。中、重型貨車之收費水平已凍結了四年，今次一律上調3元。

三項正在推行之優惠計劃，包括「全日吉架貨櫃車 \$25 優惠」、「午夜重型貨車及掛接式貨櫃車 \$25 優惠」及「午夜無載客的士(吉的) \$10 優惠」，將會繼續。

公司過去不斷主動提升安全設施及服務質素，以求為駕駛人士提供物有所值之服務。總經理方平先生表示：「我們明白要與幾條免費的平行道路競爭，因此，公司會竭力為客戶提供安全、快捷及可靠之服務。」

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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

24 December 2012

Tai Lam Tunnel Revises Concessionary Tolls for Some Categories Effective on 1 January 2013

Tai Lam Tunnel will revise the concessionary tolls for some vehicle categories with effect from 1 January 2013. The tolls for all buses and motorcycles remain unchanged. The actual tolls for private cars and goods vehicles will be raised by \$3 to \$4 as shown in the attached toll table. The average rate of adjustment for all categories is 4.4%.

Tai Lam Tunnel was built by Route 3 (CPS) Co Ltd (the Company) as a BOI project with a thirty year franchise. Since the tunnel was completed in 1998, the economy in general has not developed as forecast and, far from flourishing, the cross-border container freight industry has declined steadily. It was not until financial year 2009/10, i.e. half way through the 30-year franchise, that the Company managed to wipe out accumulated losses and began to accumulate any profit. As of the financial year ended 31 July 2012, the Company has through prudent management accumulated a profit of HK\$474 million. However, the Company still has an outstanding loan of around HK\$2,500 million and must improve revenues in order to be able to repay this amount.

Mindful of continuing economic uncertainty, we have exercised considerable restraint to minimize the impact of the toll adjustment on the mass public. The tolls for all buses thus are kept unchanged. The tolls for medium and heavy goods vehicles, which have been frozen for four years, are adjusted by a flat \$3.

The three concessionary programmes currently in place, namely "\$25 for empty trailers", "\$25 for heavy goods vehicles at midnight" and "\$10 for taxis without passengers at midnight" will be continued.

Over the past years, the Company has taken the initiative to invest in safety and service enhancements to provide motorists with value-for-money services. Mr Vincent Fong, the General Manager, said, "We know we have to compete with several parallel toll-free roads. We are thus committed to providing patrons with safety-assured, fast and reliable services."

- 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		二零一三年一月一日起生效之收費 Tolls effective from 1 January 2013		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	\$60	\$20*	\$60	\$20*	\$0
2.	私家車、的士 Private cars, taxis	\$65	\$33*	\$65	\$36*	\$3
3.	私家/公共小巴 Private/Public light buses	\$180	\$100*	\$180	\$100*	\$0
4.	輕型貨車 (不超過 5.5 噸) Light goods vehicles weight not exceeding 5.5 tonnes	\$180	\$34*	\$180	\$38*	\$4
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	\$190	\$40*	\$190	\$43*	\$3
6.	重型貨車 (24 噸以上) Heavy goods vehicles weight over 24 tonnes	\$210	\$45*	\$210	\$48*	\$3
7.	單層巴士 Single-decked buses	\$180	\$115*	\$180	\$115*	\$0
8.	雙層巴士 Double-decked buses	\$195	\$135*	\$195	\$135*	\$0
	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	\$70	免費 free*	\$70	免費 free*	\$0

*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 2012 年 7 月 31 日止之財政年度，公司的累積盈餘為 4 億 7 千 4 百萬港元。
- ii. 截至 2012 年 7 月 31 日止之財政年度，未償還銀行及股東貸款約為 25 億港元。
- iii. 公司直至 2009/10 之財政年度，即過了項目專營期之一半，才能消除累積虧損。

2. 交通流量

- i. 2011/12 年度每日平均車流為 54,812：
 - 私家車及的士：56.4%
 - 巴士：9.6%
 - 貨車：33.3%
 - 電單車：0.7%

2002/03	44,030
2003/04	45,374
2004/05	45,690
2005/06	46,764
2006/07	48,675
2007/08	48,659
2008/09	44,786
2009/10	47,196
2010/11	51,149
2011/12	54,812

- ii. 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. 開源節流及安全提升

- i. 在過去十年，車流增加了 24%，但公司透過有效節能措施，電力及燃油等開支仍能維持於 2006/07 年之水平。

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 年以及 2007 年均為全港最安全隧道，而 2006、2008、2009 及 2011 年則排行第二¹。

4 惠及不同業界之推廣優惠活動

i 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。

ii 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。此優惠並於 2009 年 4 月 1 日擴展至所有重型貨車。

iii 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。

iv 公司亦不時推出短期之私家車優惠計劃，如新屋苑用戶月票計劃，或即日回程半價優惠等。

5 關於調整收費之其他資料

i 公司明白駕駛人士是有其他免費選擇的，因此我們每次皆審慎考慮了市場情況，才會就部份車種之優惠收費作出調整。

ii 對上一次全部車種調整收費乃 2008 年 12 月 28 日。於 2011 年 1 月 1 日，公司只調整了私家車/的士、輕型貨車及單雙層巴士之收費。

¹ 根據運輸署統計資料



Route 3 (CPS) Company Limited
Supplementary Information on Toll Adjustment

1. Finance

- i. As of the financial year ended 31 July 2012, the Company has accumulated a profit of HK\$474 million.
- ii. As of the financial year ended 31 July 2012, the outstanding shareholder and bank loans were about HK\$2,500 million.
- iii. The Company only managed to wipe out accumulated losses until the financial year 2009/10, half way through the 30-year franchise.

2. Traffic

- i. The daily average throughput in 2011/12 was 54,812 comprising :
 - private cars and taxis : 56.4%
 - buses : 9.6%
 - goods vehicles : 33.3%
 - motorcycles : 0.7%

2002/03	44,030
2003/04	45,374
2004/05	45,690
2005/06	46,764
2006/07	48,675
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2010/11	51,149
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- ii. 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. Saving, Other Revenue and Safety Enhancement

- i. The Company has striven to reduce spending through various saving measures. While traffic throughput has increased 24% in the past decade, the expenses on utilities have nevertheless maintained stable at the 2006/07 level.

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 has an excellent safety record and was ranked as Hong Kong's safest tunnel from the years 2001 to 2005 and in 2007 and was the second safest in 2006, 2008, 2009 and 2011¹.

4. Concessionary Programmes

- i. The "\$25 for empty trailers" promotion, launched on 29 July 2002, would be continued.
- ii. The "\$25 for articulated goods vehicles at midnight" promotion, launched on 7 October 2002, would be continued. The programme has been extended to all heavy goods vehicles on 1 April 2009
- iii. The "\$10 for taxis without passengers at midnight" promotion, launched on 1 December 2004, would be continued.
- iv. The Company has also launched various short-term concessionary programmes from time to time for private cars, such as monthly pass programme for residents of new estates and "50% off for same day return trip" programme.

5. Other Facts on Toll Adjustment

- i. The Company well understands that there are other free choices for motorists. The Company thus has always been taking prudent consideration of the market situation before making any decision to revise the concessions.
- ii. The last increase for all vehicle categories was on 28 Dec 2008. On 1 Jan 2011, only tolls of private cars / taxis, light goods vehicles, single and double-decked buses were adjusted

¹ according to the statistics of Transport Department