

總部  
運輸及房屋局  
運輸科  
香港添馬添美道 2 號  
政府總部東翼



Transport and  
Housing Bureau  
Government Secretariat

Transport Branch  
East Wing, Central Government Offices,  
2 Tim Mei Avenue,  
Tamar, Hong Kong

本局檔號 OUR REF.: THB(T)L 4/6/264  
來函檔號 YOUR REF.:

電話 Tel. No.: 3509 8182  
傳真 Fax No.: 2136 8017

By Fax

7 May 2013

Secretary General  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central  
Hong Kong  
(Attn.: Ms. Macy NG)

Dear Ms. NG,

**Legislative Council Panel on Transport Meeting on 19 April 2013  
Supplementary Information about  
Tuen Mun-Chek Lap Kok Link (TM-CLKL)**

At the captioned meeting, Members requested the Administration to provide further information on provision for price adjustment, location of the toll plaza, and expected utilization rate of the TM-CLKL. We are pleased to provide the information in ensuing paragraphs for Members' reference:

**(a) Details of how the cost of \$11,561.7 million for provision for price adjustment was estimated:**

In accordance with the calculation method of price adjustment for capitals works projects, we first worked out the construction cost of the remaining works of the TM-CLKL at constant price (i.e. \$33,236.7 million at September 2012 price). Based on the estimated progress of works and the phasing of expenditure in each financial year, we converted them to the money-of-the-day (MOD) according to the Government's forecast of price adjustment factors for respective financial years (i.e. \$44,798.4 million). The amount of provision for price adjustment (i.e. \$11,561.7 million) was then worked out. Details are as follows:

Year	Sep 2012 price (\$ million)	Price adjustment factor	MOD price (\$ million)
2013 – 2014	732.1	1.06225	777.7
2014 – 2015	2,459.2	1.12599	2,769.0
2015 – 2016	3,914.0	1.19354	4,671.5
2016 – 2017	6,004.2	1.26516	7,596.3
2017 – 2018	6,301.7	1.34107	8,451.0
2018 – 2019	5,589.4	1.41147	7,889.3
2019 – 2020	4,400.4	1.48205	6,521.6
2020 – 2021	2,276.4	1.55615	3,542.4
2021 – 2022	1,169.7	1.63396	1,911.2
2022 – 2023	389.6	1.71565	668.4
	33,236.7		44,798.4

Provision for price adjustment: (\$44,798.4 - \$33,236.7) million = \$11,561.7 million.

**(b) Whether the Administration would consider locating the toll plaza of TM-CLKL in the Hong Kong-Zhuhai-Macao-Bridge Hong Kong Boundary Crossing Facilities (HKBCF) with a view to saving construction cost:**

During the preliminary design stage of the project, we examined the option of constructing the toll plaza on the reclaimed land at the southern landfall (which is adjacent to the HKBCF). This option would require additional reclamation of about 5 hectares near the HKBCF to accommodate the associated facilities of the toll plaza. Also, for effective connection of the toll plaza with the road systems at its ends, the southern portal of the sub-sea tunnel would need to be extended northward for approximately 300 metres into the waters. The extended reclamation would seriously affect the water flow in the area and pose a greater impact on the marine ecology. Locating in relatively deep water, the extended reclamation zone would also affect a greater area of seabed.

As such, we finally chose to build the toll plaza on the existing land near Tuen Mun Area 40.

**(c) The expected utilization rate of the TM-CLKL and how it would affect the toll levels of the TM-CLKL:**

The TM-CLKL mainly serves to provide an alternative route to the Hong Kong International Airport and meet the transportation demand between Lantau Island and North West New Territories.

We estimate that vehicular flow of the TM-CLKL as at 2021 will be about 13 million per year.

The projected utilisation of the TM-CLKL in morning peak hours in 2021 is tabulated below:

	<b>Peak flow* (passenger car units per hour)</b>
North TM-CLKL	northbound: 1,000
	southbound: 1,600
South TM-CLKL	northbound: 2,300
	southbound: 3,000

\* On the assumption that the Tuen Mun Western Bypass, Lantau Logistics Park and Container Terminal 10 have not yet been put into service.

In accordance with the “user pays” principle, we plan to recover the full operating cost of the TM-CLKL through toll charges. When determining the future toll of the TM-CLKL, we will take into account such factors as the operating cost of the project (including depreciation cost and recurrent expenditure), traffic condition as well as public acceptability and affordability.

Yours sincerely,

(Miss Sheena YAP)  
for Secretary for Transport and Housing

c.c.

Commissioner for Transport  
Director of Highways

(Attn.: Raymond CHUNG)  
(Attn.: Steven SHUM)