

立法會
Legislative Council

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Panel on Transport
Meeting on 14 December 2012

Updated background brief on applications for toll increases by
Tate's Cairn Tunnel Company Limited

Purpose

This paper provides updated background information on the toll adjustment mechanism for Tate's Cairn Tunnel ("TCT") and summarizes concerns expressed by Legislative Council ("LegCo") Members on previous applications for toll increases by Tate's Cairn Tunnel Company Limited ("TCTC").

Background

Tate's Cairn Tunnel

2. TCTC was granted a franchise under the Tate's Cairn Tunnel Ordinance (Cap. 393) ("TCTO") to build and operate TCT for 30 years starting from July 1988, inclusive of the construction period. The tunnel, linking Diamond Hill of Eastern Kowloon and Siu Lek Yuen of Shatin, was opened to traffic in June 1991. The franchise granted to TCTC will expire in July 2018.

Toll adjustment mechanism

3. Section 36(3) of TCTO provides that the tolls specified in the Schedule to TCTO may be varied by agreement between the Chief Executive-in-Council ("CE-in-Council") and TCTC. If an agreement cannot be reached, either party may resort to arbitration. TCTO has not set out the criteria for determining toll adjustments. It only stipulates that if the matter is submitted for arbitration, the arbitrator shall be guided by the need to ensure that TCTC is reasonably but not excessively

remunerated for its obligations under TCTO.

TCTC's financial position

4. During the 30-year franchise period, TCTC is allowed to earn a reasonable but not excessive return through collection of tolls. TCT was built at a cost of \$2 billion. As at 30 June 2011 (23 years into its 30-year franchise), TCTC had cumulative profits of \$625.3 million and the dividends of totalling \$587.4 million have been paid to the shareholders.

LegCo's power to examine the applications for toll increases by TCTC

5. In considering TCTC's applications for toll increase, the Administration would seek the views of the Panel on Transport ("the Panel") and the Transport Advisory Committee, before seeking the approval of CE-in-Council for the applications.

6. After an agreement on revision to toll levels is reached between CE-in-Council and TCTC, the Commissioner for Transport ("C for T") shall amend the Schedule to TCTO by notice in the Gazette as soon as practicable. Such a notice is a piece of subsidiary legislation subject to the negative vetting procedure of LegCo. However, members may wish to note that the power of C for T to make the Gazette notice on the toll increase of TCT does not cover the determination of toll levels and the timing for implementation of the new tolls. According to section 34(2) of the Interpretation and General Clauses Ordinance (Cap. 1), the power of LegCo to amend subsidiary legislation has to be consistent with the power to make such subsidiary legislation. In other words, there is little room for LegCo to amend such notices other than making minor technical amendments.

7. Similarly, LegCo cannot repeal the notice as the exercise of such power is also inconsistent with the power of C for T to make the gazette notice.

Toll increases for TCT

8. So far, TCT has had six toll increases that came into effect in May 1995, November 1996, January 2000, August 2005, November 2008 and December 2010 respectively.

Alternative routes to TCT

9. The Lion Rock Tunnel ("LRT") provides a road link from north Kowloon to Sha Tin and north-eastern New Territories. It was used on average by 88 820 vehicles daily in 2011. The toll is \$8 (flat toll).

10. The Shing Mun Tunnels link up Tsuen Wan to Sha Tin. They were used on average by 48 051 vehicles each day in 2011. The toll is \$5 (flat toll).

11. The Eagle's Nest Tunnel and Sha Tin Heights Tunnel are within Tsing Sha Control Area which form part of Route 8 linking east New Territories with West Kowloon. The tunnels were opened to public in March 2008. They were used on average by 35 337 vehicles daily in 2011. The toll is \$8 (flat toll).

12. TCT was used on average by 53 136 vehicles each day in 2011. The toll rate ranges from \$12 to \$32 (\$15 for private cars). The traffic flow of TCT and the alternative routes for the past few years are set out in **Appendix I**. According to the figures in Appendix I, a bar chart is prepared in **Appendix II** for members' easy reference.

Concerns expressed by Members on previous toll increases

Toll increase in 2005

13. When the Panel discussed the toll increase application made by TCTC in 2005 at its meeting on 2 February 2005, members were worried that the proposed toll increase would aggravate the traffic congestion at LRT and induce other public transport operators to increase their fares. They called on the Administration to request the franchisee to defer the toll increase. Members further expressed the view that the Administration should hold discussions with TCTC in accordance with section 36 of TCTO and refer the matter for arbitration if an agreement could not be reached with the franchisee. The following motion was passed -

"In view of the gradually improving financial position of the Tate's Cairn Tunnel Company Limited, this Panel considers it inappropriate to increase the tunnel tolls at this stage."

14. On 10 June 2005, the Government published in the Gazette the new Schedules to reflect the toll increases of TCT and Tai Lam Tunnel and Yuen Long Approach Road. At the meeting on 15 June 2005, the Panel reiterated its concern about the tunnel toll increases and their impact on

traffic and the general public, and requested that the tunnel companies concerned should defer the toll increases or offer concessionary tolls to motorists. The Panel also urged the Administration to review the decision of allowing the tunnel companies concerned to increase tolls. A motion was passed at the meeting urging the Administration to withdraw the Gazette notices on the toll increases of TCT (L.N. 93 of 2005) and Route 3 (Country Park Section) (L.N. 95 of 2005) ("the Gazette notices").

15. A Subcommittee was subsequently formed at the House Committee meeting on 17 June 2005 to study the above Gazette notices. The Subcommittee was gravely concerned about the justifications for the toll increases for TCT and Route 3 and their impacts on the public and traffic flow. The Subcommittee also considered a member's suggestion that the Administration should set up a task force to monitor the toll levels of the various tunnels in Hong Kong, in particular the three road harbour crossings, and to collect views on how the toll adjustment mechanisms could be improved.

Toll increase in 2008

16. TCTC applied for toll increase again in 2008. When the Panel was consulted on the application at its meeting on 25 April 2008, members considered the rate, at over 20% on average, too significant and unacceptable to the public. Considering the impacts of the applied toll increase on traffic flow and public transport fares, and the fact that TCTC had started to make an operating profit in 2000-2001 and the company's forecast that it would start to pay dividends in 2007-2008, members were opposed to the application. The Panel further passed a motion at the meeting stating the Panel's strong objection to the toll increase and urging the Government to reject it. The Panel also called on the Administration to consider buying back TCT or negotiating with TCTC on the option of franchise extension in exchange for toll reduction.

17. At the request of the Panel, the Administration had continued to urge TCTC to reconsider its toll increase proposal in the light of public acceptability. TCTC subsequently agreed in July 2008 to revise the increase rates originally ranging from 13% to 28% for different vehicle types to 9% to 20%.

18. CE-in-Council approved the revised toll increase application on 9 September 2008, and instructed that the new tolls should take effect from 30 November 2008. The Gazette notice on the new tolls, i.e. the Tate's Cairn Tunnel Ordinance (Replacement of Schedule) Notice 2008 ("the 2008 Notice"), was published on 3 October 2008 and tabled before LegCo on 8 October 2008. A subcommittee was formed at the House Committee

meeting on 10 October 2008 to examine the details of the 2008 Notice.

19. The Subcommittee expressed concerns about the rates of toll increase and the implications, and had called on the Administration to iron out effective measures such as extending TCTC's franchise or buying back TCT at a reasonable price. The Subcommittee noted that there was little room for it to amend the 2008 Notice other than making minor technical amendments, and that LegCo could not repeal the 2008 Notice.

20. The Administration assured members that it had spared no efforts in performing the "gate keeper" role by negotiating with the tunnel company for a lower toll increase. Meanwhile, the Administration was also actively discussing with TCTC to explore the option of franchise extension.

Toll increase in 2010

21. TCTC applied for its sixth toll increases in July 2009, proposing a \$1 toll increase for each vehicle category. The Panel was consulted on the application on 15 December 2009. Panel members expressed grave concern that the proposed toll increases might induce public transport operators to raise fares of public transport services and divert more vehicles to LRT. Panel members called upon TCTC not to increase tolls. A member proposed that taxis and public light buses ("PLBs") should be exempted from the proposed toll increases.

22. Having regard to the views expressed by the Panel and following further consultations with the Administration, TCTC submitted a revised application in January 2010. While maintaining its earlier proposal of a \$1 toll increase for most vehicle categories, TCTC proposed not to increase the toll for PLBs (and to provide \$1 promotional discount for empty taxis between midnight and 6 am). At the meeting of the Executive Council on 11 May 2010, TCTC's application for toll increases was approved to take effect from 25 December 2010.

23. The Gazette notice on the new tolls, i.e. the Tate's Cairn Tunnel Ordinance (Amendment of Schedule) Notice 2010 ("the 2010 Notice"), was published on 20 May 2010 and tabled before LegCo on 26 May 2010. A subcommittee was formed at the House Committee meeting on 28 May 2010 to examine the details of the 2010 Notice.

24. The Subcommittee noted that TCTC's financial position was gradually improving. Since the proposed toll increases might trigger a spate of fee increases by other public utilities, the Subcommittee considered that the Administration should request TCTC to offer additional

promotional discounts in order to alleviate the impact arising from the proposed toll increases. In particular, the Subcommittee requested TCTC not to increase tolls for public buses lest the toll increase might add to the pressure for bus fare increase and would thus impose a greater financial burden on the commuting public.

25. The Administration pointed out that TCT's tolls took up less than 1% of the operational cost of franchised bus companies, and whether promotional discounts could be provided for public buses was a commercial decision of TCTC. In response to the Subcommittee's request, TCTC advised that, after consideration of its financial position, it would not be able to provide promotional discounts for public buses. TCTC emphasized that the proposed toll increases had been minimized after taking public interest into due consideration.

Latest developments

26. TCTC has recently submitted an application for toll increase again to the Administration. The Administration has proposed to consult the Panel at its meeting on 14 December 2012 on the application for toll increase before seeking the approval of CE-in-Council for the application.

Relevant papers

27. A list of relevant papers is in **Appendix III**.

Council Business Division 1
Legislative Council Secretariat
11 December 2012

表 3.2(e) : 大老山隧道

Table 3.2(e) : Tate's Cairn Tunnel

2012/09

年 / 月 Year/Month	私家車及的士 Private Cars and Taxis			電單車 Motor Cycles			私家/公共小巴 Private/Public Light Buses			私家/公共巴士 Private/Public Buses					
	南行 South-bound	北行 North-bound	雙程合計 Two-way Total	南行 South-bound	北行 North-bound	雙程合計 Two-way Total	南行 South-bound	北行 North-bound	雙程合計 Two-way Total	單層 Single Deck			雙層 Double Deck		
										南行 South-bound	北行 North-bound	雙程合計 Two-way Total	南行 South-bound	北行 North-bound	雙程合計 Two-way Total
2007	6 881 850	7 403 481	14 285 331	261 883	274 466	536 349	41 591	75 574	117 165	192 063	182 546	374 609	681 257	659 141	1 340 398
2008	6 606 210	7 150 942	13 757 152	253 047	263 672	516 719	39 966	72 305	112 271	187 838	181 090	368 928	673 819	653 188	1 327 007
2009	6 288 230	6 753 879	13 042 109	223 530	232 162	455 692	34 472	68 447	102 919	178 127	170 445	348 572	667 698	648 686	1 316 384
2010	6 576 032	7 095 348	13 671 380	216 791	225 672	442 463	31 372	66 473	97 845	177 244	171 306	348 550	664 106	640 786	1 304 892
2011	6 672 423	7 197 940	13 870 363	200 924	208 909	409 833	30 370	65 206	95 576	176 016	168 569	344 585	674 757	653 370	1 328 127
2011 / 04	533 804	574 748	1 108 552	16 610	17 227	33 837	2 344	5 251	7 595	13 745	13 321	27 066	54 641	53 056	107 697
05	555 911	598 076	1 153 987	16 838	17 511	34 349	2 524	5 414	7 938	14 750	14 295	29 045	57 234	55 519	112 753
06	542 384	585 335	1 127 719	15 792	16 449	32 241	2 497	5 377	7 874	14 356	13 815	28 171	55 717	53 938	109 655
07	544 758	590 201	1 134 959	16 458	17 097	33 555	2 488	5 438	7 926	14 020	13 293	27 313	57 695	55 894	113 589
08	552 229	596 457	1 148 686	18 230	19 003	37 233	2 567	5 387	7 954	14 129	13 418	27 547	58 364	56 378	114 742
09	553 594	598 141	1 151 735	17 138	17 792	34 930	2 612	5 324	7 936	14 070	13 151	27 221	54 165	52 533	106 698
10	566 784	611 246	1 178 030	17 708	18 196	35 904	2 727	5 680	8 407	15 188	14 519	29 707	57 005	55 207	112 212
11	571 581	614 655	1 186 236	18 231	18 902	37 133	2 692	5 593	8 285	16 549	15 661	32 210	55 769	53 859	109 628
12	598 663	647 740	1 246 403	17 833	18 405	36 238	2 503	6 026	8 529	15 635	14 909	30 544	57 111	55 222	112 333
2012 / 01	609 004	661 317	1 270 321	14 738	15 326	30 064	2 356	5 571	7 927	13 672	12 942	26 614	55 968	54 482	110 450
02	550 402	589 652	1 140 054	15 580	16 277	31 857	2 490	5 315	7 805	14 833	14 028	28 861	54 512	52 483	106 995
03	631 410	669 495	1 300 905	18 362	18 943	37 305	3 168	5 921	9 089	18 113	16 509	34 622	58 669	56 408	115 077
04	545 230	587 463	1 132 693	15 466	15 600	31 066	2 437	4 990	7 427	13 872	13 327	27 199	54 242	52 463	106 705
05	594 862	635 114	1 229 976	17 812	18 368	36 180	2 815	5 378	8 193	15 788	14 899	30 687	58 452	56 210	114 662
06	571 013	613 664	1 184 677	16 420	17 149	33 569	2 761	5 190	7 951	14 856	14 030	28 886	56 359	54 333	110 692
07	574 997	622 564	1 197 561	17 111	17 476	34 587	2 577	5 159	7 736	14 535	13 805	28 340	56 501	54 508	111 009
08	583 276	629 984	1 213 260	18 386	18 797	37 183	2 722	5 389	8 111	14 799	14 087	28 886	57 718	55 426	113 144
09	592 960	642 474	1 235 434	19 020	19 742	38 762	2 820	5 624	8 444	14 339	13 679	28 018	56 076	53 671	109 747

註： 大老山隧道於一九九一年六月二十六日通車。

Note : The Tate's Cairn Tunnel was opened to traffic on 26 June 1991.

表 3.2(e) (續)
Table 3.2(e) (cont'd)

2012/09

年 / 月 Year/Month	貨車 Goods Vehicles									總行車架次 Total Vehicles			平均每日架次 Average Daily Vehicles		
	≤ 5.5 公噸 ≤ 5.5 Tonnes			>5.5-24公噸 >5.5-24 Tonnes			>24 公噸 >24 Tonnes			南行 South-bound	北行 North-bound	雙程合計 Two-way Total	南行 South-bound	北行 North-bound	雙程合計 Two-way Total
	南行 South-bound	北行 North-bound	雙程合計 Two-way Total	南行 South-bound	北行 North-bound	雙程合計 Two-way Total	南行 South-bound	北行 North-bound	雙程合計 Two-way Total						
2007	1 341 216	1 460 836	2 802 052	526 297	537 238	1 063 535	36 787	37 521	74 308	9 962 944	10 630 803	20 593 747	27 296	29 125	56 421
2008	1 274 494	1 392 997	2 667 491	506 660	510 383	1 017 043	53 753	53 218	106 971	9 595 787	10 277 795	19 873 582	26 218	28 081	54 299
2009	1 080 046	1 162 945	2 242 991	436 890	440 527	877 417	43 610	39 759	83 369	8 952 603	9 516 850	18 469 453	24 528	26 074	50 601
2010	1 105 261	1 197 659	2 302 920	483 326	478 326	961 652	46 299	41 570	87 869	9 300 431	9 917 140	19 217 571	25 481	27 170	52 651
2011	1 077 350	1 180 854	2 258 204	489 174	483 966	973 140	58 249	56 493	114 742	9 379 263	10 015 307	19 394 570	25 697	27 439	53 136
2011 / 04	85 305	93 008	178 313	39 250	38 774	78 024	3 600	3 133	6 733	749 299	798 518	1 547 817	24 977	26 617	51 594
05	90 057	98 212	188 269	40 954	40 306	81 260	3 649	3 218	6 867	781 917	832 551	1 614 468	25 223	26 856	52 080
06	90 138	99 312	189 450	41 396	41 446	82 842	3 621	3 181	6 802	765 901	818 853	1 584 754	25 530	27 295	52 825
07	91 783	101 193	192 976	41 932	42 065	83 997	5 102	4 901	10 003	774 236	830 082	1 604 318	24 975	26 777	51 752
08	95 291	104 820	200 111	43 588	43 414	87 002	5 859	6 022	11 881	790 257	844 899	1 635 156	25 492	27 255	52 747
09	89 797	99 620	189 417	41 230	40 594	81 824	5 819	6 144	11 963	778 425	833 299	1 611 724	25 948	27 777	53 724
10	89 896	99 121	189 017	40 638	40 347	80 985	5 034	5 569	10 603	794 980	849 885	1 644 865	25 645	27 416	53 060
11	96 058	104 395	200 453	42 532	41 719	84 251	6 253	6 383	12 636	809 665	861 167	1 670 832	26 989	28 706	55 694
12	96 858	106 744	203 602	42 486	42 246	84 732	7 359	6 953	14 312	838 448	898 245	1 736 693	27 047	28 976	56 022
2012 / 01	80 812	88 939	169 751	34 357	34 032	68 389	6 108	5 981	12 089	817 015	878 590	1 695 605	26 355	28 342	54 697
02	85 226	93 105	178 331	37 619	37 355	74 974	6 908	6 680	13 588	767 570	814 895	1 582 465	26 468	28 100	54 568
03	106 972	113 641	220 613	46 663	45 686	92 349	8 709	8 473	17 182	892 066	935 076	1 827 142	28 776	30 164	58 940
04	85 210	94 055	179 265	38 132	37 842	75 974	6 983	6 786	13 769	761 572	812 526	1 574 098	25 386	27 084	52 470
05	99 342	107 868	207 210	43 685	43 601	87 286	8 335	8 158	16 493	841 091	889 596	1 730 687	27 132	28 697	55 829
06	95 152	103 644	198 796	43 137	43 046	86 183	7 648	7 477	15 125	807 346	858 533	1 665 879	26 912	28 618	55 529
07	96 727	106 759	203 486	44 754	44 239	88 993	5 926	5 764	11 690	813 128	870 274	1 683 402	26 230	28 073	54 303
08	101 087	110 202	211 289	45 964	45 053	91 017	7 505	7 339	14 844	831 457	886 277	1 717 734	26 821	28 590	55 411
09	97 267	108 107	205 374	42 855	43 161	86 016	8 340	8 312	16 652	833 677	894 770	1 728 447	27 789	29 826	57 615

資料來源： 大老山隧道有限公司

Source : Tate's Cairn Tunnel Co. Ltd.

非過海隧道汽車流量

Vehicular Flow through Non-Cross Harbour Tunnels

表 3.2(a) : 獅子山隧道

Table 3.2(a) : Lion Rock Tunnel

2012/09

年 / 月 Year/Month	私家車、的士及電單車 Private Cars, Taxis and Motor Cycles			單層巴士、小巴及5.5公噸及以下的貨車 Single Deck Buses, Light Buses & Goods Vehicles of 5.5 Tonnes & Less			雙層巴士及5.5公噸以上的貨車 Double Deck Buses & Goods Vehicles Above 5.5 Tonnes			總行車架次 Total Vehicles			平均每日架次 Average Daily Vehicles		
	南行	北行	雙程合計	南行	北行	雙程合計	南行	北行	雙程合計	南行	北行	雙程合計	南行	北行	雙程合計
	South-bound	North-bound	Two-way Total	South-bound	North-bound	Two-way Total	South-bound	North-bound	Two-way Total	South-bound	North-bound	Two-way Total	South-bound	North-bound	Two-way Total
2007	10 571 617	11 207 032	21 778 649	2 697 466	2 778 982	5 476 448	2 777 642	2 818 086	5 595 728	16 046 725	16 804 100	32 850 825	43 964	46 039	90 002
2008	10 011 761	10 656 117	20 667 878	2 636 258	2 690 698	5 326 956	2 484 205	2 531 017	5 015 222	15 132 224	15 877 832	31 010 056	41 345	43 382	84 727
2009	10 104 268	10 678 651	20 782 919	2 641 951	2 714 579	5 356 530	2 386 011	2 406 302	4 792 313	15 132 230	15 799 532	30 931 762	41 458	43 286	84 745
2010	10 345 991	10 950 892	21 296 883	2 765 591	2 832 999	5 598 590	2 339 853	2 373 729	4 713 582	15 451 435	16 157 620	31 609 055	42 333	44 267	86 600
2011	10 770 407	11 454 201	22 224 608	2 853 343	2 851 580	5 704 923	2 231 085	2 258 737	4 489 822	15 854 835	16 564 518	32 419 353	43 438	45 382	88 820
2011 / 04	871 144	926 047	1 797 191	233 254	232 599	465 853	182 107	185 502	367 609	1 286 505	1 344 148	2 630 653	42 884	44 805	87 688
05	904 009	956 840	1 860 849	237 902	243 491	481 393	187 973	191 722	379 695	1 329 884	1 392 053	2 721 937	42 899	44 905	87 804
06	864 463	921 513	1 785 976	240 302	239 776	480 078	181 383	184 458	365 841	1 286 148	1 345 747	2 631 895	42 872	44 858	87 730
07	890 863	944 910	1 835 773	244 401	244 043	488 444	187 590	189 386	376 976	1 322 854	1 378 339	2 701 193	42 673	44 463	87 135
08	887 305	944 541	1 831 846	248 612	247 004	495 616	187 413	186 837	374 250	1 323 330	1 378 382	2 701 712	42 688	44 464	87 152
09	885 828	943 984	1 829 812	232 978	228 573	461 551	174 447	177 444	351 891	1 293 253	1 350 001	2 643 254	43 108	45 000	88 108
10	926 000	986 645	1 912 645	237 729	234 464	472 193	188 347	190 584	378 931	1 352 076	1 411 693	2 763 769	43 615	45 538	89 154
11	906 664	970 583	1 877 247	234 808	234 503	469 311	197 219	198 622	395 841	1 338 691	1 403 708	2 742 399	44 623	46 790	91 413
12	964 170	1 024 895	1 989 065	243 514	236 989	480 503	196 135	196 933	393 068	1 403 819	1 458 817	2 862 636	45 284	47 059	92 343
2012 / 01	989 103	1 043 241	2 032 344	214 124	211 051	425 175	166 221	168 220	334 441	1 369 448	1 422 512	2 791 960	44 176	45 887	90 063
02	879 507	945 310	1 824 817	220 814	217 817	438 631	172 715	175 936	348 651	1 273 036	1 339 063	2 612 099	43 898	46 175	90 072
03	800 016	892 952	1 692 968	217 954	218 740	436 694	178 054	184 916	362 970	1 196 024	1 296 608	2 492 632	38 581	41 826	80 407
04	865 468	920 862	1 786 330	216 239	211 534	427 773	170 835	173 950	344 785	1 252 542	1 306 346	2 558 888	41 751	43 545	85 296
05	904 868	977 073	1 881 941	230 465	230 460	460 925	186 984	191 277	378 261	1 322 317	1 398 810	2 721 127	42 655	45 123	87 778
06	883 408	942 841	1 826 249	223 632	220 692	444 324	180 908	184 944	365 852	1 287 948	1 348 477	2 636 425	42 932	44 949	87 881
07	895 129	949 461	1 844 590	225 038	219 307	444 345	181 998	183 590	365 588	1 302 165	1 352 358	2 654 523	42 005	43 624	85 630
08	908 752	964 023	1 872 775	232 927	228 378	461 305	184 305	186 357	370 662	1 325 984	1 378 758	2 704 742	42 774	44 476	87 250
09	930 652	988 719	1 919 371	224 319	221 003	445 322	177 157	179 198	356 355	1 332 128	1 388 920	2 721 048	44 404	46 297	90 702

註：獅子山隧道於一九六七年十一月十四日通車。由一九九三年一月十七日起以合約方式將管理及營運的工作交給信佳集團管理有限公司，及於二零一二年八月一日起轉交給越運亨(香港)有限公司。

資料來源：信佳集團管理有限公司
越運亨(香港)有限公司

Note: The Lion Rock Tunnel was opened to traffic on 14 November 1967. Its management and operation were contracted out to the Serco Group (HK) Ltd. on 17 January 1993 and were contracted out to Greater Lucky (H.K.) Company Limited on 1 August 2012.

Sources: Serco Group (HK) Ltd.
Greater Lucky (H.K.) Company Limited

表 3.2(c) : 城門隧道

Table 3.2(c) : Shing Mun Tunnels

2012/09

年 / 月 Year/Month	私家車、的士及電單車 Private Cars, Taxis and Motor Cycles			單層巴士、小巴及5.5公噸及以下的貨車 Single Deck Buses, Light Buses & Goods Vehicles of 5.5 Tonnes & Less			雙層巴士及5.5公噸以上的貨車 Double Deck Buses & Goods Vehicles Above 5.5 Tonnes			總行車架次 Total Vehicles			平均每日架次 Average Daily Vehicles		
	東行 East-bound	西行 West-bound	雙程合計 Two-way Total	東行 East-bound	西行 West-bound	雙程合計 Two-way Total	東行 East-bound	西行 West-bound	雙程合計 Two-way Total	東行 East-bound	西行 West-bound	雙程合計 Two-way Total	東行 East-bound	西行 West-bound	雙程合計 Two-way Total
2007	5 087 755	5 198 362	10 286 117	2 623 528	2 585 482	5 209 010	2 165 708	2 083 307	4 249 015	9 876 991	9 867 151	19 744 142	27 060	27 033	54 094
2008	4 837 231	4 942 047	9 779 278	2 376 784	2 355 442	4 732 226	1 737 941	1 688 151	3 426 092	8 951 956	8 985 640	17 937 596	24 459	24 551	49 010
2009	4 832 722	4 889 198	9 721 920	2 207 805	2 211 493	4 419 298	1 500 072	1 494 753	2 994 825	8 540 599	8 595 444	17 136 043	23 399	23 549	46 948
2010	4 899 068	4 967 720	9 866 788	2 218 437	2 231 490	4 449 927	1 485 589	1 502 456	2 988 045	8 603 094	8 701 666	17 304 760	23 570	23 840	47 410
2011	5 129 236	5 176 839	10 306 075	2 175 759	2 161 881	4 337 640	1 447 673	1 447 242	2 894 915	8 752 668	8 785 962	17 538 630	23 980	24 071	48 051
2011 / 04	416 878	422 003	838 881	178 497	177 757	356 254	119 023	119 319	238 342	714 398	719 079	1 433 477	23 813	23 969	47 783
05	423 456	428 561	852 017	184 133	183 538	367 671	124 522	122 625	247 147	732 111	734 724	1 466 835	23 616	23 701	47 317
06	410 052	413 705	823 757	181 231	179 629	360 860	123 095	122 157	245 252	714 378	715 491	1 429 869	23 813	23 850	47 662
07	424 518	430 976	855 494	184 905	182 521	367 426	126 200	126 748	252 948	735 623	740 245	1 475 868	23 730	23 879	47 609
08	429 154	431 859	861 013	187 657	186 027	373 684	128 367	129 646	258 013	745 178	747 532	1 492 710	24 038	24 114	48 152
09	422 177	425 784	847 961	176 756	175 461	352 217	120 354	121 273	241 627	719 287	722 518	1 441 805	23 976	24 084	48 060
10	434 394	436 303	870 697	178 475	176 393	354 868	118 655	119 028	237 683	731 524	731 724	1 463 248	23 598	23 604	47 202
11	432 858	435 082	867 940	183 420	182 659	366 079	120 606	120 597	241 203	736 884	738 338	1 475 222	24 563	24 611	49 174
12	462 113	467 335	929 448	185 503	184 878	370 381	122 264	122 880	245 144	769 880	775 093	1 544 973	24 835	25 003	49 838
2012 / 01	481 773	488 580	970 353	161 845	157 551	319 396	102 254	103 147	205 401	745 872	749 278	1 495 150	24 060	24 170	48 231
02	418 153	422 429	840 582	166 729	165 563	332 292	108 523	109 634	218 157	693 405	697 626	1 391 031	23 911	24 056	47 967
03	448 658	453 512	902 170	185 941	185 694	371 635	124 641	124 869	249 510	759 240	764 075	1 523 315	24 492	24 648	49 139
04	427 605	433 391	860 996	165 825	165 667	331 492	112 288	112 617	224 905	705 718	711 675	1 417 393	23 524	23 723	47 246
05	443 757	448 890	892 647	185 584	184 526	370 110	121 538	122 661	244 199	750 879	756 077	1 506 956	24 222	24 390	48 611
06	434 585	441 652	876 237	179 088	178 252	357 340	116 017	117 887	233 904	729 690	737 791	1 467 481	24 323	24 593	48 916
07	442 899	450 680	893 579	178 711	178 050	356 761	117 276	119 672	236 948	738 886	748 402	1 487 288	23 835	24 142	47 977
08	447 597	455 238	902 835	187 405	185 031	372 436	122 255	124 715	246 970	757 257	764 984	1 522 241	24 428	24 677	49 105
09	451 952	458 597	910 549	179 480	178 199	357 679	118 895	122 234	241 129	750 327	759 030	1 509 357	25 011	25 301	50 312

註：城門隧道於一九九零年四月二十日通車。由一九九三年一月十八日至一九九六年三月三十一日以合約方式將管理及營運的工作交給敏記隧道管理有限公司。由一九九六年四月一日起，則以合約方式將管理、營運及維修的工作交給中國道路管理有限公司，及於二零零六年六月一日起轉交給越運亨（香港）有限公司。

Note : The Shing Mun Tunnels were opened to traffic on 20 April 1990. Its management and operation were contracted out to Mack & Company Tunnel Management Limited on 18 January 1993 until 31 March 1996. Then its management, operation and maintenance were contracted out to China Tollways Ltd. on 1 April 1996 and were contracted out to Greater Lucky (H.K.) Co. Ltd. on 1 June 2006.

資料來源：越運亨（香港）有限公司

Source : Greater Lucky (H.K.) Co. Ltd.

表 3.2(i) : 尖山隧道及沙田嶺隧道

Table 3.2(i) : Eagle's Nest Tunnel and Sha Tin Heights Tunnel

2012/09

年 / 月 Year/Month	私家車及的士 Private Cars and Taxis			電單車 Motor Cycles			私家/公共小巴 Private/Public Light Buses			私家/公共巴士 Private/Public Buses					
	南行 South-bound	北行 North-bound	雙程合計 Two-way Total	南行 South-bound	北行 North-bound	雙程合計 Two-way Total	南行 South-bound	北行 North-bound	雙程合計 Two-way Total	單層 Single Deck			雙層 Double Deck		
										南行 South-bound	北行 North-bound	雙程合計 Two-way Total	南行 South-bound	北行 North-bound	雙程合計 Two-way Total
2008	1 477 709	1 465 230	2 942 939	26 214	24 826	51 040	7 597	8 616	16 213	41 512	48 800	90 312	8 891	12 918	21 809
2009	2 525 866	2 566 960	5 092 826	39 323	37 253	76 576	11 759	12 298	24 057	67 440	76 535	143 975	20 805	24 342	45 147
2010	3 564 690	3 613 615	7 178 305	50 537	46 369	96 906	14 079	15 317	29 396	88 665	101 515	190 180	27 575	27 625	55 200
2011	4 127 477	4 138 385	8 265 862	55 691	52 758	108 449	13 237	14 752	27 989	95 343	111 538	206 881	32 751	32 608	65 359
2011 / 04	320 581	321 743	642 324	4 466	3 990	8 456	906	1 075	1 981	7 251	8 167	15 418	2 283	2 339	4 622
05	336 678	337 423	674 101	4 524	4 195	8 719	1 165	1 415	2 580	7 463	8 973	16 436	2 650	2 667	5 317
06	334 613	336 379	670 992	4 187	3 928	8 115	1 152	1 344	2 496	7 514	8 576	16 090	2 782	2 892	5 674
07	340 774	342 838	683 612	4 444	4 345	8 789	950	1 038	1 988	7 505	8 936	16 441	2 644	2 827	5 471
08	348 334	351 228	699 562	5 025	4 917	9 942	950	949	1 899	7 973	9 254	17 227	2 749	2 783	5 532
09	347 841	345 488	693 329	4 717	4 755	9 472	1 154	1 189	2 343	7 840	8 891	16 731	2 718	2 732	5 450
10	363 542	363 476	727 018	5 142	5 055	10 197	1 218	1 333	2 551	8 867	10 676	19 543	2 968	2 874	5 842
11	372 330	373 261	745 591	5 548	5 188	10 736	1 339	1 418	2 757	9 939	12 064	22 003	3 129	3 059	6 188
12	387 475	390 158	777 633	5 361	5 029	10 390	1 115	1 134	2 249	9 216	10 909	20 125	3 141	2 896	6 037
2012 / 01	378 227	377 605	755 832	4 458	4 144	8 602	968	1 021	1 989	7 569	9 018	16 587	2 571	2 499	5 070
02	359 364	357 801	717 165	4 660	4 477	9 137	1 172	1 287	2 459	8 255	10 057	18 312	2 652	2 666	5 318
03	418 794	411 556	830 350	5 657	5 367	11 024	1 467	1 472	2 939	10 881	12 697	23 578	3 333	3 261	6 594
04	356 901	359 128	716 029	4 605	4 461	9 066	924	1 026	1 950	8 106	10 215	18 321	2 609	2 560	5 169
05	395 129	393 696	788 825	5 643	5 274	10 917	1 319	1 338	2 657	10 681	11 763	22 444	3 521	3 389	6 910
06	382 258	383 843	766 101	5 291	4 972	10 263	1 212	1 241	2 453	9 796	11 003	20 799	3 132	2 940	6 072
07	389 473	394 618	784 091	5 355	5 388	10 743	1 023	1 118	2 141	9 375	11 337	20 712	3 241	3 046	6 287
08	397 990	403 264	801 254	5 787	5 860	11 647	937	948	1 885	9 210	11 461	20 671	3 154	3 085	6 239
09	400 709	405 575	806 284	5 833	6 024	11 857	1 409	1 331	2 740	9 159	11 110	20 269	3 151	3 154	6 305

註：尖山隧道及沙田嶺隧道於二零零八年三月二十一日通車。

Note : The Eagle's Nest Tunnel and Sha Tin Heights Tunnel were opened to traffic on 21 March 2008.

表 3.2(i) (續)
Table 3.2(i) (cont'd)

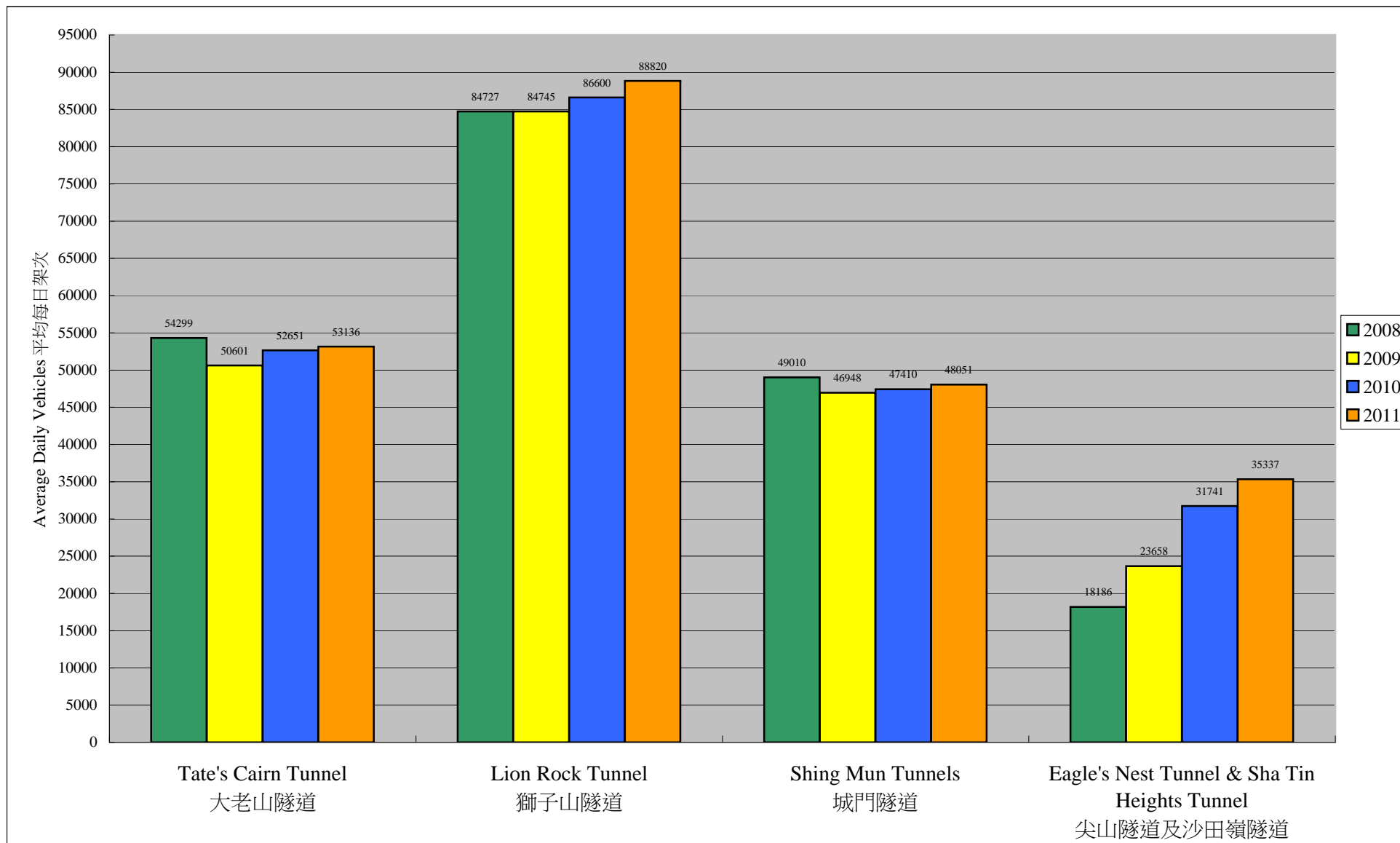
2012/09

年 / 月 Year / Month	貨車 Goods Vehicles									總行車架次 Total Vehicles			平均每日架次 Average Daily Vehicles		
	≤5.5 公噸 ≤5.5 Tonnes			>5.5-24公噸 >5.5-24 Tonnes			>24 公噸 >24 Tonnes			南行 South-bound	北行 North-bound	雙程合計 Two-way Total	南行 South-bound	北行 North-bound	雙程合計 Two-way Total
	南行 South-bound	北行 North-bound	雙程合計 Two-way Total	南行 South-bound	北行 North-bound	雙程合計 Two-way Total	南行 South-bound	北行 North-bound	雙程合計 Two-way Total						
2008	425 638	473 659	899 297	332 102	317 702	649 804	264 738	264 921	529 659	2 584 401	2 616 672	5 201 073	9 036	9 149	18 186
2009	661 576	763 450	1 425 026	505 383	506 665	1 012 048	404 586	411 037	815 623	4 236 738	4 398 540	8 635 278	11 608	12 051	23 658
2010	868 875	997 362	1 866 237	610 085	622 464	1 232 549	465 663	471 089	936 752	5 690 169	5 895 356	11 585 525	15 590	16 152	31 741
2011	951 210	1 078 466	2 029 676	652 495	664 061	1 316 556	432 111	445 277	877 388	6 360 315	6 537 845	12 898 160	17 426	17 912	35 337
2011 / 04	73 815	84 609	158 424	52 401	53 225	105 626	35 414	36 980	72 394	497 117	512 128	1 009 245	16 571	17 071	33 642
05	79 041	89 041	168 082	53 853	54 377	108 230	35 823	37 405	73 228	521 197	535 496	1 056 693	16 813	17 274	34 087
06	79 439	89 899	169 338	55 673	56 291	111 964	36 634	36 694	73 328	521 994	536 003	1 057 997	17 400	17 867	35 267
07	80 253	91 742	171 995	56 663	57 837	114 500	38 362	38 273	76 635	531 595	547 836	1 079 431	17 148	17 672	34 820
08	84 376	95 421	179 797	59 733	60 590	120 323	39 231	40 472	79 703	548 371	565 614	1 113 985	17 689	18 246	35 935
09	81 105	90 901	172 006	56 452	57 275	113 727	37 542	37 753	75 295	539 369	548 984	1 088 353	17 979	18 299	36 278
10	82 490	93 678	176 168	55 539	56 812	112 351	36 437	37 924	74 361	556 203	571 828	1 128 031	17 942	18 446	36 388
11	87 028	98 377	185 405	56 526	59 028	115 554	36 052	37 511	73 563	571 891	589 906	1 161 797	19 063	19 664	38 727
12	86 787	99 027	185 814	58 011	60 607	118 618	37 315	39 217	76 532	588 421	608 977	1 197 398	18 981	19 644	38 626
2012 / 01	73 018	81 161	154 179	47 855	48 829	96 684	29 214	31 517	60 731	543 880	555 794	1 099 674	17 545	17 929	35 473
02	77 297	86 791	164 088	50 596	51 774	102 370	30 423	33 497	63 920	534 419	548 350	1 082 769	18 428	18 909	37 337
03	93 482	103 151	196 633	59 950	61 654	121 604	37 689	40 743	78 432	631 253	639 901	1 271 154	20 363	20 642	41 005
04	78 360	89 440	167 800	53 149	54 516	107 665	35 053	38 671	73 724	539 707	560 017	1 099 724	17 990	18 667	36 657
05	89 450	102 426	191 876	59 951	61 395	121 346	37 462	40 354	77 816	603 156	619 635	1 222 791	19 457	19 988	39 445
06	86 642	99 230	185 872	59 858	61 142	121 000	36 807	38 426	75 233	584 996	602 797	1 187 793	19 500	20 093	39 593
07	87 724	101 361	189 085	60 590	62 679	123 269	37 233	39 233	76 466	594 014	618 780	1 212 794	19 162	19 961	39 122
08	92 366	106 215	198 581	63 229	65 864	129 093	39 570	42 320	81 890	612 243	639 017	1 251 260	19 750	20 613	40 363
09	90 279	103 692	193 971	61 033	63 566	124 599	38 090	40 557	78 647	609 663	635 009	1 244 672	20 322	21 167	41 489

資料來源：交通基建管理有限公司

Source : Transport Infrastructure Management Ltd.

Vehicular flow of the relevant tunnels (2008-2011)
相關隧道的汽車流量(2008-2011)



Appendix III

Tate's Cairn Tunnel Company Limited

Meeting date	Committee	Papers/Items
2 Feb 2005	Transport Panel ("TP")	<p>Administration's paper on Application for Toll Increase by Tate's Cairn Tunnel Company Limited</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0202cb1-786-3e.pdf</p> <p>Tate's Cairn Tunnel Company Limited - Toll Increase Application Briefing Paper for Legislative Council Panel on Transport</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0202cb1-786-4e.pdf</p> <p>Powerpoint presentation materials provided by Tate's Cairn Tunnel Company Limited</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp0202cb1-854-1e.pdf</p> <p>Minutes of meeting</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp050202.pdf</p>
15 June 2005	TP	<p>Application for Toll Increase by Tate's Cairn Tunnel Company Limited</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp-etwb_t_cr1465194-e.pdf</p> <p>Minutes of meeting</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp050615.pdf</p>
6 July 2005	Council	<p>Motion debate on "Reviewing the mode of construction and operation of transport infrastructure"</p> <p>http://www.legco.gov.hk/yr04-05/chinese/counmtg/floor/cm0706ti-confirm-c.pdf</p>

Meeting date	Committee	Papers/Items
14 Oct 2005	House Committee	<p>Report of the Subcommittee to Study Tate's Cairn Tunnel Ordinance (Replacement of Schedule) Notice 2005 and Tai Lam Tunnel and Yuen Long Approach Road Ordinance (Replacement of Schedule 1) Notice 2005</p> <p>http://www.legco.gov.hk/yr05-06/english/hc/papers/hc1014cb1-31-e.pdf</p>
		<p>Research Report on Operation of Toll Roads, Bridges and Tunnels in Selected Places</p> <p>http://www.legco.gov.hk/yr05-06/english/sec/library/0506rp03e.pdf</p>
		<p>Information Note on The Adoption of the Build-Operate-Transfer Model and Its Variants in Developing Transport Infrastructures in Selected Places prepared by Research and Library Services Division</p> <p>http://www.legco.gov.hk/yr05-06/english/sec/library/0506in13e.pdf</p>
		<p>Information Note on Toll Increase of the Eastern Harbour Crossing prepared by Research and Library Services Division</p> <p>http://www.legco.gov.hk/yr05-06/english/sec/library/0506in14e.pdf</p> <p>Information Note on Nottingham Express Transit prepared by Research and Library Services Division</p> <p>http://www.legco.gov.hk/yr05-06/english/sec/library/0506in15e.pdf</p>
25 April 2008	TP	<p>Administration's paper on application for toll increase by Tate's Cairn Tunnel Company Limited (LC Paper No. CB(1)1317/07-08(03))</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0425cb1-1317-3-e.pdf</p>

Meeting date	Committee	Papers/Items
		<p>Paper on application for toll increase from the Tate's Cairn Tunnel Company Limited (LC Paper No. <u>CB(1)1317/07-08(06)</u>)</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0425cb1-1317-6-e.pdf</p> <p>Paper on toll increases by Tate's Cairn Tunnel Company Limited prepared by the Legislative Council Secretariat (Background brief) (LC Paper No. <u>CB(1)1347/07-08</u>)</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0425cb1-1347-e.pdf</p> <p>Minutes of meeting (LC Paper No. <u>CB(1)1975/07-08</u>)</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/minutes/tp080425.pdf</p>
21 October 2008	Subcommittee on Tate's Cairn Tunnel Ordinance (Replacement of Schedule) Notice 2008	<p>The Tate's Cairn Tunnel Ordinance (Replacement of Schedule) Notice 2008 (L.N. 220 of 2008)</p> <p>http://www.legco.gov.hk/yr08-09/english/subleg/negative/ln220-08-e.pdf</p> <p>Legislative Council Brief (File Ref: <u>THB(T)CR 1/4651/94</u>)</p> <p>http://www.legco.gov.hk/yr08-09/english/subleg/brief/220_brf.pdf</p> <p>Legal Service Division Report (LC Paper No. <u>LS2/08-09</u>)</p> <p>http://www.legco.gov.hk/yr08-09/english/hc/papers/hc1010ls-2-e.pdf</p> <p>Background brief on the Tate's Cairn Tunnel Ordinance (Replacement of Schedule) Notice 2008 prepared by the Legislative Council Secretariat (LC Paper No. <u>CB(1)74/08-09(01)</u>)</p> <p>http://www.legco.gov.hk/yr08-09/english/hc/sub_leg/sc02/papers/sc021021cb1-74-1-e.pdf</p>

Meeting date	Committee	Papers/Items
		<p>Minutes of meeting (LC Paper No. CB(1)192/08-09)</p> <p>http://www.legco.gov.hk/yr08-09/english/hc/sub_leg/sc02/minutes/sc0220081021.pdf</p> <p>Report (LC Paper No. CB(1)133/08-09)</p> <p>http://www.legco.gov.hk/yr08-09/english/hc/papers/hccb1-133-e.pdf</p>
15 December 2009	TP	<p>Administration's paper on application for toll increase by Tate's Cairn Tunnel Company Limited (LC Paper No. CB(1)615/09-10(03))</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp1215cb1-615-3-e.pdf</p> <p>Paper on toll increase application provided by the Tate's Cairn Tunnel Company Limited (LC Paper No. CB(1)615/09-10(04))</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp1215cb1-615-4-e.pdf</p> <p>Paper on toll increases by Tate's Cairn Tunnel Company Limited prepared by the Legislative Council Secretariat (Background brief) (LC Paper No. CB(1)616/09-10)</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp1215cb1-616-e.pdf</p> <p>Minutes of meeting (LC Paper No. CB(1)1308/09-10)</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20091215.pdf</p>
8 June and 15 June 2010	Subcommittee on Tate's Cairn Tunnel Ordinance (Amendment of Schedule) Notice 2010	<p>The Tate's Cairn Tunnel Ordinance (Amendment of Schedule) Notice 2010 (L.N. 67 of 2010)</p> <p>http://www.legco.gov.hk/yr09-10/english/subleg/negative/ln067-10-e.pdf</p> <p>Legislative Council Brief (File Ref: THB(T)CR 1/4651/94)</p> <p>http://www.legco.gov.hk/yr09-10/english/subleg/brief/67_brf.pdf</p>

Meeting date	Committee	Papers/Items
		<p>Legal Service Division Report (LC Paper No. <u>LS68/09-10</u>)</p> <p>http://www.legco.gov.hk/yr09-10/english/hc/papers/hc0528ls-68-e.pdf</p> <p>Background brief on the Tate's Cairn Tunnel Ordinance (Amendment of Schedule) Notice 2010 prepared by the Legislative Council Secretariat (LC Paper No. <u>CB(1)2150/09-10</u>)</p> <p>http://www.legco.gov.hk/yr09-10/english/hc/sub_leg/sc08/papers/sc080608cb1-2150-e.pdf</p> <p>Minutes of meeting of 8 June 2010 (LC Paper No. <u>CB(1)2581/09-10</u>)</p> <p>http://www.legco.gov.hk/yr09-10/english/hc/sub_leg/sc08/minutes/sc0820100608.pdf</p> <p>Minutes of meeting of 15 June 2010 (LC Paper No. <u>CB(1)2582/09-10</u>)</p> <p>http://www.legco.gov.hk/yr09-10/english/hc/sub_leg/sc08/minutes/sc0820100615.pdf</p> <p>Report (LC Paper No. <u>CB(1)2361/09-10</u>)</p> <p>http://www.legco.gov.hk/yr09-10/english/hc/papers/hc0702cb1-2361-e.pdf</p>