

# Annex 3

## Revenue and Expenditure of Government Tunnels in the Past Three Financial Years

| Tolled Tunnel/<br>Control Area <sup>1</sup> | Revenue<br>(\$ million) |         |         | Operating Expenditure <sup>3</sup><br>(\$ million) |         |         |
|---|-------------------------|---------|---------|--|---------|---------|
|   | 2021-22                 | 2022-23 | 2023-24 | 2021-22  | 2022-23 | 2023-24 |
| Cross-Harbour Tunnel                        | 639                     | 653     | 867     | 154  | 158     | 199     |
| Eastern Harbour Crossing                    | 737                     | 728     | 762     | 177  | 179     | 228     |
| Western Harbour Crossing <sup>2</sup>       | N/A                     | N/A     | 879     | N/A  | N/A     | 241     |
| Tate's Cairn Tunnel                         | 441                     | 438     | 431     | 144  | 143     | 167     |
| Aberdeen Tunnel                             | 102                     | 106     | 109     | 97   | 97      | 125     |
| Lion Rock Tunnel                            | 246                     | 247     | 269     | 76   | 91      | 136     |
| Shing Mun Tunnels                           | 88                      | 88      | 100     | 114  | 125     | 152     |
| Route 8K                                    | 169                     | 167     | 191     | 320  | 342     | 391     |

Note 1: The tolled tunnels listed in the table do not include Tai Lam Tunnel. This is a Build-Operate-Transfer tunnel, which until 31 May 2025 will continue to be operated by its franchisee, therefore the Government is unable to provide the relevant figures.

Note 2: The Western Harbour Crossing was returned to government management on 2 August 2023. The figures for 2023-24 cover the period from 2 August 2023 to 31 March 2024.

Note 3: The expenditures set out in the table include the management fees paid to the management, operation and maintenance contractors, the relevant operating and maintenance expenditure for implementation of HKEToll, depreciation charges of capital costs and expenditure on government maintenance works of the tunnels for the years concerned.

| <b>Toll-free Tunnel</b>                   | <b>Operating Expenditure <sup>5</sup></b><br><b>(\$ million)</b> |                |                |
|---|--|----------------|----------------|
|   | <b>2021-22</b>   | <b>2022-23</b> | <b>2023-24</b> |
| Tuen Mun-Chek Lap Kok Tunnel              | 71   | 73             | 79             |
| Tseung Kwan O Tunnel <sup>4</sup>         | 37   | 35             | 31             |
| Tseung Kwan O-Lam Tin Tunnel <sup>4</sup> | N/A  | 19             | 62             |
| Central-Wan Chai Bypass Tunnel            | 148  | 148            | 148            |
| Lung Shan Tunnel                          | 61   | 61             | 57             |
| Cheung Shan Tunnel                        | 19   | 19             | 25             |
| Airport Tunnel                            | 25   | 26             | 26             |
| Scenic Hill Tunnel                        | 54   | 55             | 55             |
| Kai Tak Tunnel                            | 54   | 54             | 54             |

Note 4: Tseung Kwan O-Lam Tin Tunnel commenced operation on 11 December 2022 and the toll of Tseung Kwan O Tunnel was waived on the same day. The figures of Tseung Kwan O-Lam Tin Tunnel for 2022-23 cover the period from 11 December 2022 to 31 March 2023.

Note 5: Government toll-free tunnels are not included in the Operating Accounts of Government Toll-tunnels. The expenditures set out in the table represent the management fees paid to the management, operation and maintenance contractors for the years concerned, excluding the depreciation charges of the capital costs and the expenditure on government maintenance works of the tunnels for the years concerned.