Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (3RS)
Date : 8 April 2013
Parameter : Nox Emission During Peak Hour

								Loading Bay			Unloading Bay			ling/ Unloa
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**%of HGV in GV**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Arrival-Departure Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Coach Drop-off Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Emission Rate** g/hr
In	**Cars**	0	PC		PC	0.00	12.000	-	-	-	-			
RD 1732	**Buses**	129	NFB	5.41%	NFB (6)	6.97	47.387	16	2	88	4	0	22	
			NFB	21.28%	NFB (7)	27.46	47.294	16	7	346	4	2	87	
			NFB	73.31%	NFB (8)	94.57	47.556	16	25	1,199	4	6	300	
					Total	**129.00**			**34**	**1,634**		**9**	**408**	**2,042**
	GV	0	LGV	7.44%	LGV(4)	0.00	3.682	-	-	-	-			
					LGV (6)	0.00	3.817	-	-	-	-			
			HGV	92.56%	HGV (7) - 5.5 - 15t	0.00	34.175	-	-	-	-			
					HGV (8) - > 15t	0.00	47.498	-	-	-	-			
					Total	**0.00**								
Out	**Cars**	200	PC		PC	200.00	12.000	-			-			
	Buses	58	NFB	5.41%	NFB (6)	3.13	47.387	16	1	40	4	0	10	
RD 1705			NFB	21.28%	NFB (7)	12.34	47.294	16	3	156	4	1	39	
+ RD			NFB	73.31%	NFB (8)	42.52	47.556	16	11	539	4	3	135	
1712					**Total**	**58.00**			**15**	**735**		**4**	**184**	**918**
	GV	0	LGV	7.44%	LGV(4)	0.00	3.682	-	-	-	-			
					LGV (6)	0.00	3.817	-	-	-	-			
			HGV	92.56%	HGV (7) - 5.5 - 15t	0.00	34.175	-	-	-	-			
					HGV (8) - > 15t	0.00	47.498	-	-	-	-			
					Total	**0.00**								

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are broken down into NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.44% LGV and 92.56% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% is LGV (6) and the remaining is assumed to be LGV(4) for conservative assessment
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (3RS)
Date : 8 April 2013
Parameter : RSP Emission During Peak Hour

							Loading Bay			Unloading Bay			ling/ Unloa
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Arrival-Departure Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Coach Drop-off Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Emission Rate** g/hr
In	**Cars**	0	PC	PC	0.00	0.000	-	-	-	-			
	Buses	129	NFB	NFB (6)	6.97	1.131	16	2	2	4	0	1	
		0	NFB	NFB (7)	27.46	1.118	16	7	8	4	2	2	
		0	NFB	NFB (8)	94.57	1.120	16	25	28	4	6	7	
		0		**Total**	**129.00**			**34**	**39**		**9**	**9.6**	**48**
	GV	0	LGV	LGV(4)	0.00	0.118	-	-	-	-			
		0		LGV (6)	0.00	0.122	-	-	-	-			
		0	HGV	HGV (7) - 5.5 - 15t	0.00	0.783	-	-	-	-			
		0		HGV (8) - > 15t	0.00	1.118	-	-	-	-			
		0		**Total**	**0.00**								
Out	**Cars**	200	PC	PC	200.00	0.000	-			-			
	Buses	58	NFB	NFB (6)	3.13	1.131	16	1	1	4	0	0	
		0	NFB	NFB (7)	12.34	1.118	16	3	4	4	1	1	
		0	NFB	NFB (8)	42.52	1.120	16	11	13	4	3	3	
		0		**Total**	**58.00**			**15**	**17**		**4**	**4**	**22**
	GV	0	LGV	LGV(4)	0.00	0.118	-	-	-	-			
				LGV (6)	0.00	0.122	-	-	-	-			
			HGV	HGV (7) - 5.5 - 15t	0.00	0.783	-	-	-	-			
				HGV (8) - > 15t	0.00	1.118	-	-	-	-			
				Total	**0.00**								

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (3RS)
Date : 8 April 2013
Parameter : CO Emission During Peak Hour

							Loading Bay			Unloading Bay			ling/ Unloa
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Arrival-Departure Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Coach Drop-off Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Emission Rate** g/hr
In	**Cars**	0	PC	PC	0.00	240.000	-	-	-	-			
	Buses	129	NFB	NFB (6)	6.97	1.662	16	2	3	4	0	1	
		0	NFB	NFB (7)	27.46	1.599	16	7	12	4	2	3	
		0	NFB	NFB (8)	94.57	1.628	16	25	41	4	6	10	
		0		**Total**	**129.00**			**34**	**56**		**9**	**14.0**	**70**
	GV	0	LGV	LGV(4)	0.00	1.066	-	-	-	-			
		0		LGV (6)	0.00	1.066	-	-	-	-			
		0	HGV	HGV (7) - 5.5 - 15t	0.00	1.129	-	-	-	-			
		0		HGV (8) - > 15t	0.00	1.599	-	-	-	-			
		0		**Total**	**0.00**								
Out	**Cars**	200	PC	PC	200.00	240.000	-			-			
	Buses	58	NFB	NFB (6)	3.13	1.662	16	1	1	4	0	0	
		0	NFB	NFB (7)	12.34	1.599	16	3	5	4	1	1	
		0	NFB	NFB (8)	42.52	1.628	16	11	18	4	3	5	
		0		**Total**	**58.00**			**15**	**25**		**4**	**6**	**31**
	GV	0	LGV	LGV(4)	0.00	1.066	-	-	-	-			
				LGV (6)	0.00	1.066	-	-	-	-			
			HGV	HGV (7) - 5.5 - 15t	0.00	1.129	-	-	-	-			
				HGV (8) - > 15t	0.00	1.599	-	-	-	-			
				Total	**0.00**								

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (3RS)
Date : 8 April 2013
Parameter : VOC Emission During Peak Hour

							Loading Bay			Unloading Bay			ling/ Unloa
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Arrival-Departure Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Coach Drop-off Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Emission Rate** g/hr
In	**Cars**	0	PC	PC	0.00	19.158	-	-	-	-			
	Buses	129	NFB	NFB (6)	6.97	6.427	16	2	12	4	0	3	
		0	NFB	NFB (7)	27.46	16.871	16	7	124	4	2	31	
		0	NFB	NFB (8)	94.57	16.871	16	25	425	4	6	106	
		0		**Total**	**129.00**			**34**	**561**		**9**	**140.2**	**701**
	GV	0	LGV	LGV(4)	0.00	6.427	-	-	-	-			
		0		LGV (6)	0.00	6.427	-	-	-	-			
		0	HGV	HGV (7) - 5.5 - 15t	0.00	16.871	-	-	-	-			
		0		HGV (8) - > 15t	0.00	16.871	-	-	-	-			
		0		**Total**	**0.00**								
Out	**Cars**	200	PC	PC	200.00	19.158	-			-			
	Buses	58	NFB	NFB (6)	3.13	6.427	16	1	5	4	0	1	
		0	NFB	NFB (7)	12.34	16.871	16	3	56	4	1	14	
		0	NFB	NFB (8)	42.52	16.871	16	11	191	4	3	48	
		0		**Total**	**58.00**			**15**	**252**		**4**	**63**	**315**
	GV	0	LGV	LGV(4)	0.00	6.427	-	-	-	-			
				LGV (6)	0.00	6.427	-	-	-	-			
			HGV	HGV (7) - 5.5 - 15t	0.00	16.871	-	-	-	-			
				HGV (8) - > 15t	0.00	16.871	-	-	-	-			
				Total	**0.00**								

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (3RS)
Date : 8 April 2013
Parameter : SO2 Emission During Peak Hour

							Loading Bay			Unloading Bay			ling/ Unloa
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Arrival-Departure Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Coach Drop-off Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Emission Rate** g/hr
In	**Cars**	0	PC	PC	0.00	0.053	-	-	-	-			
RD 1732	**Buses**	129	NFB	NFB (6)	6.97	0.044	16	2	0	4	0	0	
		0	NFB	NFB (7)	27.46	0.023	16	7	0	4	2	0	
		0	NFB	NFB (8)	94.57	0.041	16	25	1	4	6	0	
		0		**Total**	**129.00**			**34**	**1**		**9**	**0.3**	**2**
	GV	0	LGV	LGV(4)	0.00	0.004	-	-	-	-			
		0		LGV (6)	0.00	0.003	-	-	-	-			
		0	HGV	HGV (7) - 5.5 - 15t	0.00	0.054	-	-	-	-			
		0		HGV (8) - > 15t	0.00	0.038	-	-	-	-			
		0		**Total**	**0.00**								
Out	**Cars**	200	PC	PC	200.00	0.053	-			-			
RD 1712	**Buses**	58	NFB	NFB (6)	3.13	0.044	16	1	0	4	0	0	
+ RD		0	NFB	NFB (7)	12.34	0.023	16	3	0	4	1	0	
1705		0	NFB	NFB (8)	42.52	0.041	16	11	0	4	3	0	
		0		**Total**	**58.00**			**15**	**1**		**4**	**0**	**1**
	GV	0	LGV	LGV(4)	0.00	0.004	-	-	-	-			
				LGV (6)	0.00	0.003	-	-	-	-			
			HGV	HGV (7) - 5.5 - 15t	0.00	0.054	-	-	-	-			
				HGV (8) - > 15t	0.00	0.038	-	-	-	-			
				Total	**0.00**								

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (2RS)
Date : 8 April 2013
Parameter : Nox Emission During Peak Hour

								Loading Bay			Unloading Bay			ling/ Unloa
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**%of HGV in GV**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Arrival-Departure Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Coach Drop-off Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Emission Rate** g/hr
In	**Cars**	0	PC		PC	0.00	12.000	-	-	-	-			
RD 1732	**Buses**	129	NFB	5.41%	NFB (6)	6.97	47.387	16	2	88	4	0	22	
			NFB	21.28%	NFB (7)	27.46	47.294	16	7	346	4	2	87	
			NFB	73.31%	NFB (8)	94.57	47.556	16	25	1,199	4	6	300	
					Total	**129.00**			**34**	**1,634**		**9**	**408**	**2,042**
	GV	0	LGV	7.44%	LGV(4)	0.00	3.682	-	-	-	-			
					LGV (6)	0.00	3.817	-	-	-	-			
			HGV	92.56%	HGV (7) - 5.5 - 15t	0.00	34.175	-	-	-	-			
					HGV (8) - > 15t	0.00	47.498	-	-	-	-			
					Total	**0.00**								
Out	**Cars**	200	PC		PC	200.00	12.000	-			-			
	Buses	58	NFB	5.41%	NFB (6)	3.13	47.387	16	1	40	4	0	10	
RD 1705			NFB	21.28%	NFB (7)	12.34	47.294	16	3	156	4	1	39	
+ RD			NFB	73.31%	NFB (8)	42.52	47.556	16	11	539	4	3	135	
1712					**Total**	**58.00**			**15**	**735**		**4**	**184**	**918**
	GV	0	LGV	7.44%	LGV(4)	0.00	3.682	-	-	-	-			
					LGV (6)	0.00	3.817	-	-	-	-			
			HGV	92.56%	HGV (7) - 5.5 - 15t	0.00	34.175	-	-	-	-			
					HGV (8) - > 15t	0.00	47.498	-	-	-	-			
					Total	**0.00**								

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are broken down into NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.44% LGV and 92.56% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% is LGV (6) and the remaining is assumed to be LGV(4) for conservative assessment
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (2RS)
Date : 8 April 2013
Parameter : RSP Emission During Peak Hour

							Loading Bay			Unloading Bay			ling/ Unloa
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Arrival-Departure Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Coach Drop-off Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Emission Rate** g/hr
In	**Cars**	0	PC	PC	0.00	0.000	-	-	-	-			
	Buses	129	NFB	NFB (6)	6.97	1.131	16	2	2	4	0	1	
		0	NFB	NFB (7)	27.46	1.118	16	7	8	4	2	2	
		0	NFB	NFB (8)	94.57	1.120	16	25	28	4	6	7	
		0		**Total**	**129.00**			**34**	**39**		**9**	**9.6**	**48**
	GV	0	LGV	LGV(4)	0.00	0.118	-	-	-	-			
		0		LGV (6)	0.00	0.122	-	-	-	-			
		0	HGV	HGV (7) - 5.5 - 15t	0.00	0.783	-	-	-	-			
		0		HGV (8) - > 15t	0.00	1.118	-	-	-	-			
		0		**Total**	**0.00**								
Out	**Cars**	200	PC	PC	200.00	0.000	-			-			
	Buses	58	NFB	NFB (6)	3.13	1.131	16	1	1	4	0	0	
		0	NFB	NFB (7)	12.34	1.118	16	3	4	4	1	1	
		0	NFB	NFB (8)	42.52	1.120	16	11	13	4	3	3	
		0		**Total**	**58.00**			**15**	**17**		**4**	**4**	**22**
	GV	0	LGV	LGV(4)	0.00	0.118	-	-	-	-			
				LGV (6)	0.00	0.122	-	-	-	-			
			HGV	HGV (7) - 5.5 - 15t	0.00	0.783	-	-	-	-			
				HGV (8) - > 15t	0.00	1.118	-	-	-	-			
				Total	**0.00**								

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
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Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (2RS)
Date : 8 April 2013
Parameter : CO Emission During Peak Hour

							Loading Bay			Unloading Bay			ling/ Unloa
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Arrival-Departure Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Coach Drop-off Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Emission Rate** g/hr
In	**Cars**	0	PC	PC	0.00	240.000	-	-	-	-			
	Buses	129	NFB	NFB (6)	6.97	1.662	16	2	3	4	0	1	
		0	NFB	NFB (7)	27.46	1.599	16	7	12	4	2	3	
		0	NFB	NFB (8)	94.57	1.628	16	25	41	4	6	10	
		0		**Total**	**129.00**			**34**	**56**		**9**	**14.0**	**70**
	GV	0	LGV	LGV(4)	0.00	1.066	-	-	-	-			
		0		LGV (6)	0.00	1.066	-	-	-	-			
		0	HGV	HGV (7) - 5.5 - 15t	0.00	1.129	-	-	-	-			
		0		HGV (8) - > 15t	0.00	1.599	-	-	-	-			
		0		**Total**	**0.00**								
Out	**Cars**	200	PC	PC	200.00	240.000	-			-			
	Buses	58	NFB	NFB (6)	3.13	1.662	16	1	1	4	0	0	
		0	NFB	NFB (7)	12.34	1.599	16	3	5	4	1	1	
		0	NFB	NFB (8)	42.52	1.628	16	11	18	4	3	5	
		0		**Total**	**58.00**			**15**	**25**		**4**	**6**	**31**
	GV	0	LGV	LGV(4)	0.00	1.066	-	-	-	-			
				LGV (6)	0.00	1.066	-	-	-	-			
			HGV	HGV (7) - 5.5 - 15t	0.00	1.129	-	-	-	-			
				HGV (8) - > 15t	0.00	1.599	-	-	-	-			
				Total	**0.00**								

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (2RS)
Date : 8 April 2013
Parameter : VOC Emission During Peak Hour

							Loading Bay			Unloading Bay			ling/ Unloa
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Arrival-Departure Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Coach Drop-off Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Emission Rate** g/hr
In	**Cars**	0	PC	PC	0.00	19.158	-	-	-	-			
	Buses	129	NFB	NFB (6)	6.97	6.427	16	2	12	4	0	3	
		0	NFB	NFB (7)	27.46	16.871	16	7	124	4	2	31	
		0	NFB	NFB (8)	94.57	16.871	16	25	425	4	6	106	
		0		**Total**	**129.00**			**34**	**561**		**9**	**140.2**	**701**
	GV	0	LGV	LGV(4)	0.00	6.427	-	-	-	-			
		0		LGV (6)	0.00	6.427	-	-	-	-			
		0	HGV	HGV (7) - 5.5 - 15t	0.00	16.871	-	-	-	-			
		0		HGV (8) - > 15t	0.00	16.871	-	-	-	-			
		0		**Total**	**0.00**								
Out	**Cars**	200	PC	PC	200.00	19.158	-			-			
	Buses	58	NFB	NFB (6)	3.13	6.427	16	1	5	4	0	1	
		0	NFB	NFB (7)	12.34	16.871	16	3	56	4	1	14	
		0	NFB	NFB (8)	42.52	16.871	16	11	191	4	3	48	
		0		**Total**	**58.00**			**15**	**252**		**4**	**63**	**315**
	GV	0	LGV	LGV(4)	0.00	6.427	-	-	-	-			
				LGV (6)	0.00	6.427	-	-	-	-			
			HGV	HGV (7) - 5.5 - 15t	0.00	16.871	-	-	-	-			
				HGV (8) - > 15t	0.00	16.871	-	-	-	-			
				Total	**0.00**								

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (2RS)
Date : 8 April 2013
Parameter : SO2 Emission During Peak Hour

							Loading Bay			Unloading Bay			ling/ Unloa
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Arrival-Departure Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Coach Drop-off Time** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr	**Emission Rate** g/hr
In RD 1732	**Cars**	0	PC	PC	0.00	0.053	-	-	-	-			
	Buses	129	NFB	NFB (6)	6.97	0.044	16	2	0	4	0	0	
		0	NFB	NFB (7)	27.46	0.023	16	7	0	4	2	0	
		0	NFB	NFB (8)	94.57	0.041	16	25	1	4	6	0	
		0		**Total**	**129.00**			**34**	**1**		**9**	**0.3**	**2**
	GV	0	LGV	LGV(4)	0.00	0.004	-	-	-	-			
		0		LGV (6)	0.00	0.003	-	-	-	-			
		0	HGV	HGV (7) - 5.5 - 15t	0.00	0.054	-	-	-	-			
		0		HGV (8) - > 15t	0.00	0.038	-	-	-	-			
		0		**Total**	**0.00**								
Out RD 1712 + RD 1705	**Cars**	200	PC	PC	200.00	0.053	-			-			
	Buses	58	NFB	NFB (6)	3.13	0.044	16	1	0	4	0	0	
		0	NFB	NFB (7)	12.34	0.023	16	3	0	4	1	0	
		0	NFB	NFB (8)	42.52	0.041	16	11	0	4	3	0	
		0		**Total**	**58.00**			**15**	**1**		**4**	**0**	**1**
	GV	0	LGV	LGV(4)	0.00	0.004	-	-	-	-			
				LGV (6)	0.00	0.003	-	-	-	-			
			HGV	HGV (7) - 5.5 - 15t	0.00	0.054	-	-	-	-			
				HGV (8) - > 15t	0.00	0.038	-	-	-	-			
				Total	**0.00**								

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (3RS)
Date : 8 April 2013
Parameter : Nox Emission During Peak Hour

								Kiosk			
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**%of HGV in GV**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Processing Time** (sec/veh)	**Average Time Waiting** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr
In	**Cars**	300	PC		PC	300.00	12.000	80	1.8	**16**	**188.0**
RD 1747	**Buses**	164	NFB	5.41%	NFB (6)	8.86	47.387	30	0.1	0	4.2
+ RD			NFB	21.28%	NFB (7)	34.91	47.294	30	0.1	0	16.5
1748			NFB	73.31%	NFB (8)	120.23	47.556	30	0.1	1	57.2
					Total	**164.00**				**2**	**78**
	GV	297	LGV	7.44%	LGV(4)	2.30	3.682	40	0.8	0	0.2
					LGV (6)	19.80	3.817	40	0.8	0	1.8
			HGV	92.56%	HGV (7) - 5.5 - 15t	31.06	34.175	40	0.8	1	25.9
					HGV (8) - > 15t	243.84	47.498	40	0.8	6	283.1
					Total	**297.00**				**7**	**311**
Out	**Cars**	659	PC		PC	659.00	12.000	80	1.1	**27**	**320.7**
RD 1727	**Buses**	213	NFB	5.41%	NFB (6)	11.51	47.387	30	0.1	0	5.5
+ RD			NFB	21.28%	NFB (7)	45.33	47.294	30	0.1	0	21.4
1728			NFB	73.31%	NFB (8)	156.15	47.556	30	0.1	2	74.3
					Total	**213.00**				**2**	**101**
	GV	386	LGV	7.44%	LGV(4)	2.99	3.682	40	0.7	0	0.3
					LGV (6)	25.73	3.817	40	0.7	1	2.2
			HGV	92.56%	HGV (7) - 5.5 - 15t	40.37	34.175	40	0.7	1	31.4
					HGV (8) - > 15t	316.91	47.498	40	0.7	7	342.9
					Total	**386.00**				**9**	**377**

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are broken down into NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.44% LGV and 92.56% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% is LGV (6) and the remaining is assumed to be LGV(4) for conservative assessment

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (3RS)
Date : 8 April 2013
Parameter : RSP Emission During Peak Hour

							Kiosk			
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Processing Time** (sec/veh)	**Average Time Waiting** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr
In	**Cars**	300	PC	PC	300.00	0.000	80	1.8	**16**	**0.0**
	Buses	164	NFB	NFB (6)	8.86	1.131	30	0.1	0	0.1
		0	NFB	NFB (7)	34.91	1.118	30	0.1	0	0.4
		0	NFB	NFB (8)	120.23	1.120	30	0.1	1	1.3
		0		**Total**	**164.00**				**2**	**2**
	GV	297	LGV	LGV(4)	2.30	0.118	40	0.8	0	0.0
		0		LGV (6)	19.80	0.122	40	0.8	0	0.1
		0	HGV	HGV (7) - 5.5 - 15t	31.06	0.783	40	0.8	1	0.6
		0		HGV (8) - > 15t	243.84	1.118	40	0.8	6	6.7
		0		**Total**	**297.00**				**7**	**7**
Out	**Cars**	659	PC	PC	659.00	0.000	80	1.1	**27**	**0.0**
	Buses	213	NFB	NFB (6)	11.51	1.131	30	0.1	0	0.1
		0	NFB	NFB (7)	45.33	1.118	30	0.1	0	0.5
		0	NFB	NFB (8)	156.15	1.120	30	0.1	2	1.7
		0		**Total**	**213.00**				**2**	**2**
	GV	386	LGV	LGV(4)	2.99	0.118	40	0.7	0	0.0
				LGV (6)	25.73	0.122	40	0.7	1	0.1
			HGV	HGV (7) - 5.5 - 15t	40.37	0.783	40	0.7	1	0.7
				HGV (8) - > 15t	316.91	1.118	40	0.7	7	8.1
				Total	**386.00**				**9**	**9**

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (3RS)
Date : 8 April 2013
Parameter : CO Emission During Peak Hour

							Kiosk			
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Processing Time** (sec/veh)	**Average Time Waiting** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr
In	**Cars**	300	PC	PC	300.00	240.000	80	1.8	**16**	**3,760.0**
	Buses	164	NFB	NFB (6)	8.86	1.662	30	0.1	0	0.1
		0	NFB	NFB (7)	34.91	1.599	30	0.1	0	0.6
		0	NFB	NFB (8)	120.23	1.628	30	0.1	1	2.0
		0		**Total**	**164.00**				**2**	**3**
	GV	297	LGV	LGV(4)	2.30	1.066	40	0.8	0	0.1
		0		LGV (6)	19.80	1.066	40	0.8	0	0.5
		0	HGV	HGV (7) - 5.5 - 15t	31.06	1.129	40	0.8	1	0.9
		0		HGV (8) - > 15t	243.84	1.599	40	0.8	6	9.5
		0		**Total**	**297.00**				**7**	**11**
Out	**Cars**	659	PC	PC	659.00	240.000	80	1.1	**27**	**6,414.3**
	Buses	213	NFB	NFB (6)	11.51	1.662	30	0.1	0	0.2
		0	NFB	NFB (7)	45.33	1.599	30	0.1	0	0.7
		0	NFB	NFB (8)	156.15	1.628	30	0.1	2	2.5
		0		**Total**	**213.00**				**2**	**3**
	GV	386	LGV	LGV(4)	2.99	1.066	40	0.7	0	0.1
				LGV (6)	25.73	1.066	40	0.7	1	0.6
			HGV	HGV (7) - 5.5 - 15t	40.37	1.129	40	0.7	1	1.0
				HGV (8) - > 15t	316.91	1.599	40	0.7	7	11.5
				Total	**386.00**				**9**	**13**

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (3RS)
Date : 8 April 2013
Parameter : VOC Emission During Peak Hour

							Kiosk			
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Processing Time** (sec/veh)	**Average Time Waiting** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr
In	**Cars**	300	PC	PC	300.00	19.158	80	1.8	**16**	**300.1**
	Buses	164	NFB	NFB (6)	8.86	6.427	30	0.1	0	0.6
		0	NFB	NFB (7)	34.91	16.871	30	0.1	0	5.9
		0	NFB	NFB (8)	120.23	16.871	30	0.1	1	20.3
		0		**Total**	**164.00**				**2**	**27**
	GV	297	LGV	LGV(4)	2.30	6.427	40	0.8	0	0.4
		0		LGV (6)	19.80	6.427	40	0.8	0	3.1
		0	HGV	HGV (7) - 5.5 - 15t	31.06	16.871	40	0.8	1	12.8
		0		HGV (8) - > 15t	243.84	16.871	40	0.8	6	100.6
		0		**Total**	**297.00**				**7**	**117**
Out	**Cars**	659	PC	PC	659.00	19.158	80	1.1	**27**	**512.0**
	Buses	213	NFB	NFB (6)	11.51	6.427	30	0.1	0	0.7
		0	NFB	NFB (7)	45.33	16.871	30	0.1	0	7.6
		0	NFB	NFB (8)	156.15	16.871	30	0.1	2	26.3
		0		**Total**	**213.00**				**2**	**35**
	GV	386	LGV	LGV(4)	2.99	6.427	40	0.7	0	0.4
				LGV (6)	25.73	6.427	40	0.7	1	3.8
			HGV	HGV (7) - 5.5 - 15t	40.37	16.871	40	0.7	1	15.5
				HGV (8) - > 15t	316.91	16.871	40	0.7	7	121.8
				Total	**386.00**				**9**	**142**

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (3RS)
Date : 8 April 2013
Parameter : SO2 Emission During Peak Hour

							Kiosk			
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Processing Time** (sec/veh)	**Average Time Waiting** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr
In	**Cars**	300	PC	PC	300.00	0.053	80	1.8	**16**	**0.8**
	Buses	164	NFB	NFB (6)	8.86	0.044	30	0.1	0	0.0
		0	NFB	NFB (7)	34.91	0.023	30	0.1	0	0.0
		0	NFB	NFB (8)	120.23	0.041	30	0.1	1	0.0
		0		**Total**	**164.00**				**2**	**0**
	GV	297	LGV	LGV(4)	2.30	0.004	40	0.8	0	0.0
		0		LGV (6)	19.80	0.003	40	0.8	0	0.0
		0	HGV	HGV (7) - 5.5 - 15t	31.06	0.054	40	0.8	1	0.0
		0		HGV (8) - > 15t	243.84	0.038	40	0.8	6	0.2
		0		**Total**	**297.00**				**7**	**0**
Out	**Cars**	659	PC	PC	659.00	0.053	80	1.1	**27**	**1.4**
	Buses	213	NFB	NFB (6)	11.51	0.044	30	0.1	0	0.0
		0	NFB	NFB (7)	45.33	0.023	30	0.1	0	0.0
		0	NFB	NFB (8)	156.15	0.041	30	0.1	2	0.1
		0		**Total**	**213.00**				**2**	**0**
	GV	386	LGV	LGV(4)	2.99	0.004	40	0.7	0	0.0
				LGV (6)	25.73	0.003	40	0.7	1	0.0
			HGV	HGV (7) - 5.5 - 15t	40.37	0.054	40	0.7	1	0.0
				HGV (8) - > 15t	316.91	0.038	40	0.7	7	0.3
				Total	**386.00**				**9**	**0**

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (2RS)
Date : 8 April 2013
Parameter : Nox Emission During Peak Hour

								Kiosk			
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**%of HGV in GV**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Processing Time** (sec/veh)	**Average Time Waiting** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr
In	**Cars**	300	PC		PC	300.00	12.000	80	1.8	**16**	**188.0**
RD 1747	**Buses**	164	NFB	5.41%	NFB (6)	8.86	47.387	30	0.1	0	4.2
+ RD			NFB	21.28%	NFB (7)	34.91	47.294	30	0.1	0	16.5
1748			NFB	73.31%	NFB (8)	120.23	47.556	30	0.1	1	57.2
					Total	**164.00**				**2**	**78**
	GV	297	LGV	7.44%	LGV(4)	2.30	3.682	40	0.8	0	0.2
					LGV (6)	19.80	3.817	40	0.8	0	1.8
			HGV	92.56%	HGV (7) - 5.5 - 15t	31.06	34.175	40	0.8	1	25.9
					HGV (8) - > 15t	243.84	47.498	40	0.8	6	283.1
					Total	**297.00**				**7**	**311**
Out	**Cars**	659	PC		PC	659.00	12.000	80	1.1	**27**	**320.7**
RD 1727	**Buses**	213	NFB	5.41%	NFB (6)	11.51	47.387	30	0.1	0	5.5
+ RD			NFB	21.28%	NFB (7)	45.33	47.294	30	0.1	0	21.4
1728			NFB	73.31%	NFB (8)	156.15	47.556	30	0.1	2	74.3
					Total	**213.00**				**2**	**101**
	GV	386	LGV	7.44%	LGV(4)	2.99	3.682	40	0.7	0	0.3
					LGV (6)	25.73	3.817	40	0.7	1	2.2
			HGV	92.56%	HGV (7) - 5.5 - 15t	40.37	34.175	40	0.7	1	31.4
					HGV (8) - > 15t	316.91	47.498	40	0.7	7	342.9
					Total	**386.00**				**9**	**377**

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are broken down into NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.44% LGV and 92.56% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% is LGV (6) and the remaining is assumed to be LGV(4) for conservative assessment
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (2RS)
Date : 8 April 2013
Parameter : RSP Emission During Peak Hour

							Kiosk			
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Processing Time** (sec/veh)	**Average Time Waiting** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr
In	**Cars**	300	PC	PC	300.00	0.000	80	1.8	**16**	**0.0**
	Buses	164	NFB	NFB (6)	8.86	1.131	30	0.1	0	0.1
		0	NFB	NFB (7)	34.91	1.118	30	0.1	0	0.4
		0	NFB	NFB (8)	120.23	1.120	30	0.1	1	1.3
		0		**Total**	**164.00**				**2**	**2**
	GV	297	LGV	LGV(4)	2.30	0.118	40	0.8	0	0.0
		0		LGV (6)	19.80	0.122	40	0.8	0	0.1
		0	HGV	HGV (7) - 5.5 - 15t	31.06	0.783	40	0.8	1	0.6
		0		HGV (8) - > 15t	243.84	1.118	40	0.8	6	6.7
		0		**Total**	**297.00**				**7**	**7**
Out	**Cars**	659	PC	PC	659.00	0.000	80	1.1	**27**	**0.0**
	Buses	213	NFB	NFB (6)	11.51	1.131	30	0.1	0	0.1
		0	NFB	NFB (7)	45.33	1.118	30	0.1	0	0.5
		0	NFB	NFB (8)	156.15	1.120	30	0.1	2	1.7
		0		**Total**	**213.00**				**2**	**2**
	GV	386	LGV	LGV(4)	2.99	0.118	40	0.7	0	0.0
				LGV (6)	25.73	0.122	40	0.7	1	0.1
			HGV	HGV (7) - 5.5 - 15t	40.37	0.783	40	0.7	1	0.7
				HGV (8) - > 15t	316.91	1.118	40	0.7	7	8.1
				Total	**386.00**				**9**	**9**

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (2RS)
Date : 8 April 2013
Parameter : CO Emission During Peak Hour

							Kiosk			
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Processing Time** (sec/veh)	**Average Time Waiting** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr
In	**Cars**	300	PC	PC	300.00	240.000	80	1.8	**16**	**3,760.0**
	Buses	164	NFB	NFB (6)	8.86	1.662	30	0.1	0	0.1
		0	NFB	NFB (7)	34.91	1.599	30	0.1	0	0.6
		0	NFB	NFB (8)	120.23	1.628	30	0.1	1	2.0
		0		**Total**	**164.00**				**2**	**3**
	GV	297	LGV	LGV(4)	2.30	1.066	40	0.8	0	0.1
		0		LGV (6)	19.80	1.066	40	0.8	0	0.5
		0	HGV	HGV (7) - 5.5 - 15t	31.06	1.129	40	0.8	1	0.9
		0		HGV (8) - > 15t	243.84	1.599	40	0.8	6	9.5
		0		**Total**	**297.00**				**7**	**11**
Out	**Cars**	659	PC	PC	659.00	240.000	80	1.1	**27**	**6,414.3**
	Buses	213	NFB	NFB (6)	11.51	1.662	30	0.1	0	0.2
		0	NFB	NFB (7)	45.33	1.599	30	0.1	0	0.7
		0	NFB	NFB (8)	156.15	1.628	30	0.1	2	2.5
		0		**Total**	**213.00**				**2**	**3**
	GV	386	LGV	LGV(4)	2.99	1.066	40	0.7	0	0.1
				LGV (6)	25.73	1.066	40	0.7	1	0.6
			HGV	HGV (7) - 5.5 - 15t	40.37	1.129	40	0.7	1	1.0
				HGV (8) - > 15t	316.91	1.599	40	0.7	7	11.5
				Total	**386.00**				**9**	**13**

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (2RS)
Date : 8 April 2013
Parameter : VOC Emission During Peak Hour

							Kiosk			
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Processing Time** (sec/veh)	**Average Time Waiting** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr
In	**Cars**	300	PC	PC	300.00	19.158	80	1.8	**16**	**300.1**
	Buses	164	NFB	NFB (6)	8.86	6.427	30	0.1	0	0.6
		0	NFB	NFB (7)	34.91	16.871	30	0.1	0	5.9
		0	NFB	NFB (8)	120.23	16.871	30	0.1	1	20.3
		0		**Total**	**164.00**				**2**	**27**
	GV	297	LGV	LGV(4)	2.30	6.427	40	0.8	0	0.4
		0		LGV (6)	19.80	6.427	40	0.8	0	3.1
		0	HGV	HGV (7) - 5.5 - 15t	31.06	16.871	40	0.8	1	12.8
		0		HGV (8) - > 15t	243.84	16.871	40	0.8	6	100.6
		0		**Total**	**297.00**				**7**	**117**
Out	**Cars**	659	PC	PC	659.00	19.158	80	1.1	**27**	**512.0**
	Buses	213	NFB	NFB (6)	11.51	6.427	30	0.1	0	0.7
		0	NFB	NFB (7)	45.33	16.871	30	0.1	0	7.6
		0	NFB	NFB (8)	156.15	16.871	30	0.1	2	26.3
		0		**Total**	**213.00**				**2**	**35**
	GV	386	LGV	LGV(4)	2.99	6.427	40	0.7	0	0.4
				LGV (6)	25.73	6.427	40	0.7	1	3.8
			HGV	HGV (7) - 5.5 - 15t	40.37	16.871	40	0.7	1	15.5
				HGV (8) - > 15t	316.91	16.871	40	0.7	7	121.8
				Total	**386.00**				**9**	**142**

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic

Project : HKAA EIA
Title : Estimation of Idling Vehicle Nos on HKBCF
Year : 2031 (2RS)
Date : 8 April 2013
Parameter : SO2 Emission During Peak Hour

							Kiosk			
Bound	**Vehicle Type**	**Total Peak Traffic Flow** (veh/hr)	**Veh Type**	**EmFAC Type**	**Traffic Flow** (veh/hr)	**Idling Emission Factor** (g/veh/hr)	**Processing Time** (sec/veh)	**Average Time Waiting** (min/veh)	**No. of Idling vehicle** veh/hr	**Emission Rate** g/hr
In	**Cars**	300	PC	PC	300.00	0.053	80	1.8	**16**	**0.8**
	Buses	164	NFB	NFB (6)	8.86	0.044	30	0.1	0	0.0
		0	NFB	NFB (7)	34.91	0.023	30	0.1	0	0.0
		0	NFB	NFB (8)	120.23	0.041	30	0.1	1	0.0
		0		**Total**	**164.00**				**2**	**0**
	GV	297	LGV	LGV(4)	2.30	0.004	40	0.8	0	0.0
		0		LGV (6)	19.80	0.003	40	0.8	0	0.0
		0	HGV	HGV (7) - 5.5 - 15t	31.06	0.054	40	0.8	1	0.0
		0		HGV (8) - > 15t	243.84	0.038	40	0.8	6	0.2
		0		**Total**	**297.00**				**7**	**0**
Out	**Cars**	659	PC	PC	659.00	0.053	80	1.1	**27**	**1.4**
	Buses	213	NFB	NFB (6)	11.51	0.044	30	0.1	0	0.0
		0	NFB	NFB (7)	45.33	0.023	30	0.1	0	0.0
		0	NFB	NFB (8)	156.15	0.041	30	0.1	2	0.1
		0		**Total**	**213.00**				**2**	**0**
	GV	386	LGV	LGV(4)	2.99	0.004	40	0.7	0	0.0
				LGV (6)	25.73	0.003	40	0.7	1	0.0
			HGV	HGV (7) - 5.5 - 15t	40.37	0.054	40	0.7	1	0.0
				HGV (8) - > 15t	316.91	0.038	40	0.7	7	0.3
				Total	**386.00**				**9**	**0**

Note:
1. All cars are assumed to be powered by petrol
2. Buses are "Non-Francished Buses" and are brokendown in NFB (6), NFB (7) and NFB (8) at ratio of 5.41%, 21.28% and 73.31%
3. GV consists of 7.2% LGV and 92.55% HGV. In HGV, 11.3% is HGV (7) and 88.7% is HGV (8). For LGV, 89.65% id LGV (6)
4. All container trucks are HGV (8)
5. Peak hour traffic is about 6.4% of daily traffic