**Table 4C1. Operation Data provided for LPG Filling Station**

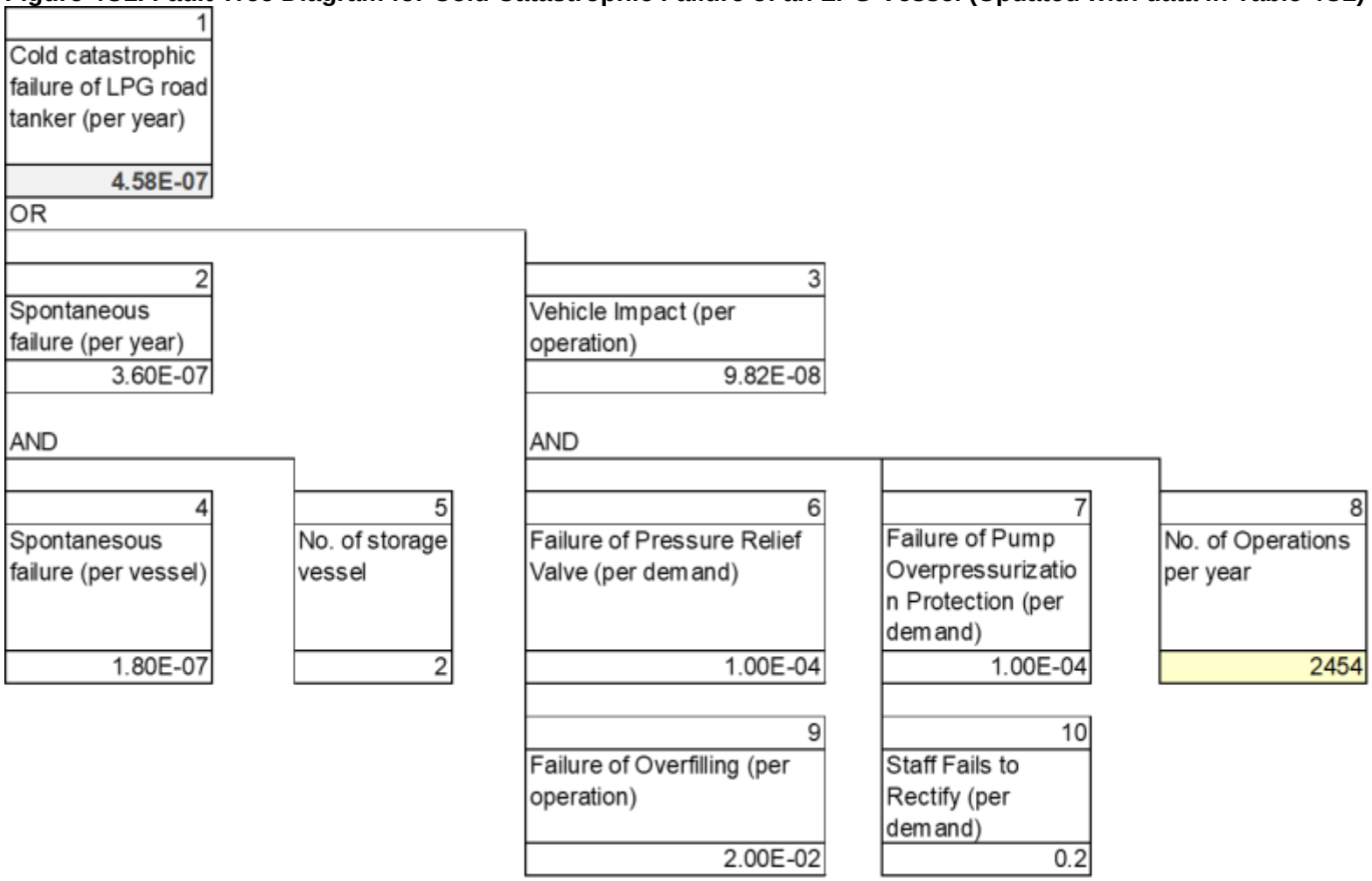
| | |
|---|---|
| Date | 17-Sep-19 (phone interview) |
| Station Location | 2K, Cheung Yip Street, Kowloon Bay |
| Number of storage tank in the station | 2 |
| Max Tank storage capacity | 25.4 kL |
| Annual LPG Throughput | Information not provided |
| Number of LPG Tankers visiting the station | Information not provided |
| Average number of vehicles visiting the station | Taxi: 1500 to 1600 per day |
| | Public mini bus: 270 to 300 per day |

**Table 4C2. LPG Throughput and Number of Vehicles Visiting the Station**

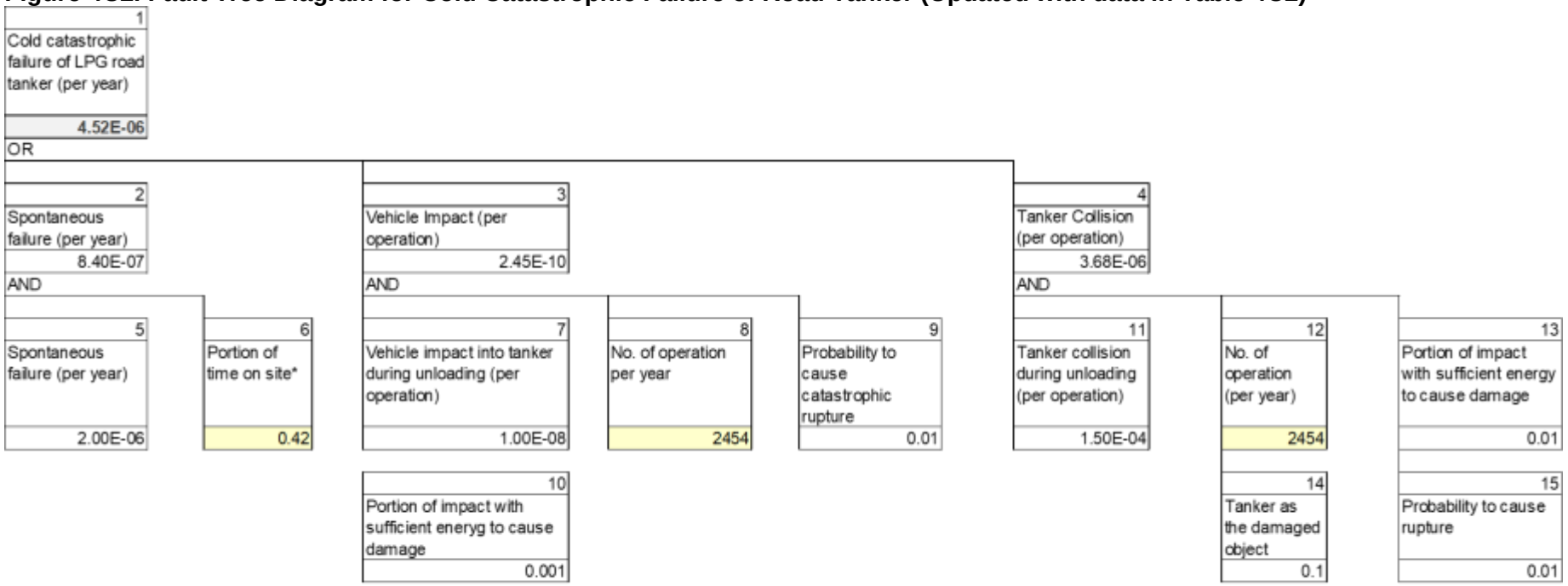
| | |
|---|---|
| Tank Capacity | 2 × 25.4kL |
| Estimated Annual LPG Throughput (tonnes)[c] | 22083 |
| Estimated Number of LPG Tankers visiting the stations (per year)[b] | 2454 |
| Number of Vehicles Visiting the stations (per day)[a] | Taxi : 1600 |
| | Public mini bus : 300 |

a. According to the previous EIA report (AEIAR-130/2009), the average consumption for LPG is estimated to be 50 L per taxi and the LPG consumption for public mini bus is twice as LPG taxi. The LPG density is assumed to be 0.55 kg/L.
b. According to the previous EIA report (AEIAR-130/2009), each LPG tanker carries 9 tones LPG.
c. Annual LPG throughput = Number of LPG taxi per year × LPG consumption per taxi + Number of LPG public mini bus × LPG consumption per public mini bus

**Figure 4C1. Fault Tree Diagram for Cold Catastrophic Failure of an LPG Vessel (Updated with data in Table 4C2)**

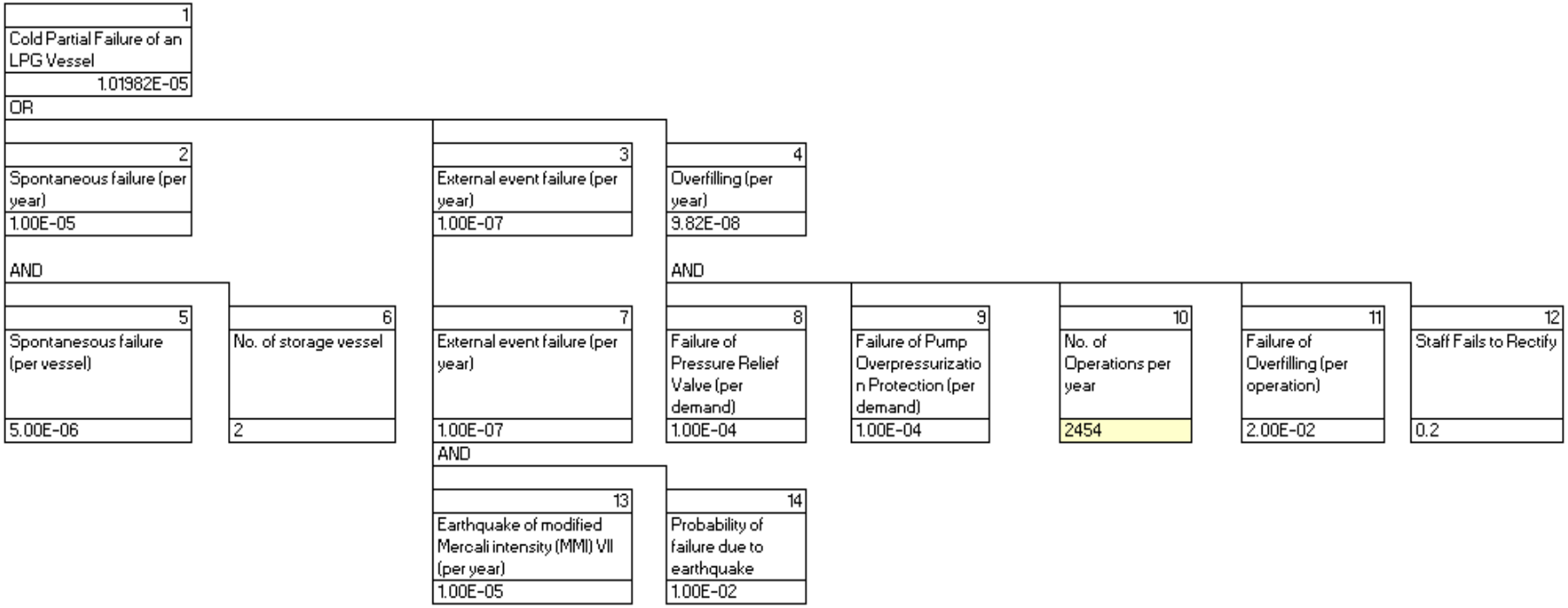


## Figure 4C2. Fault Tree Diagram for Cold Catastrophic Failure of Road Tanker (Updated with data in Table 4C2)

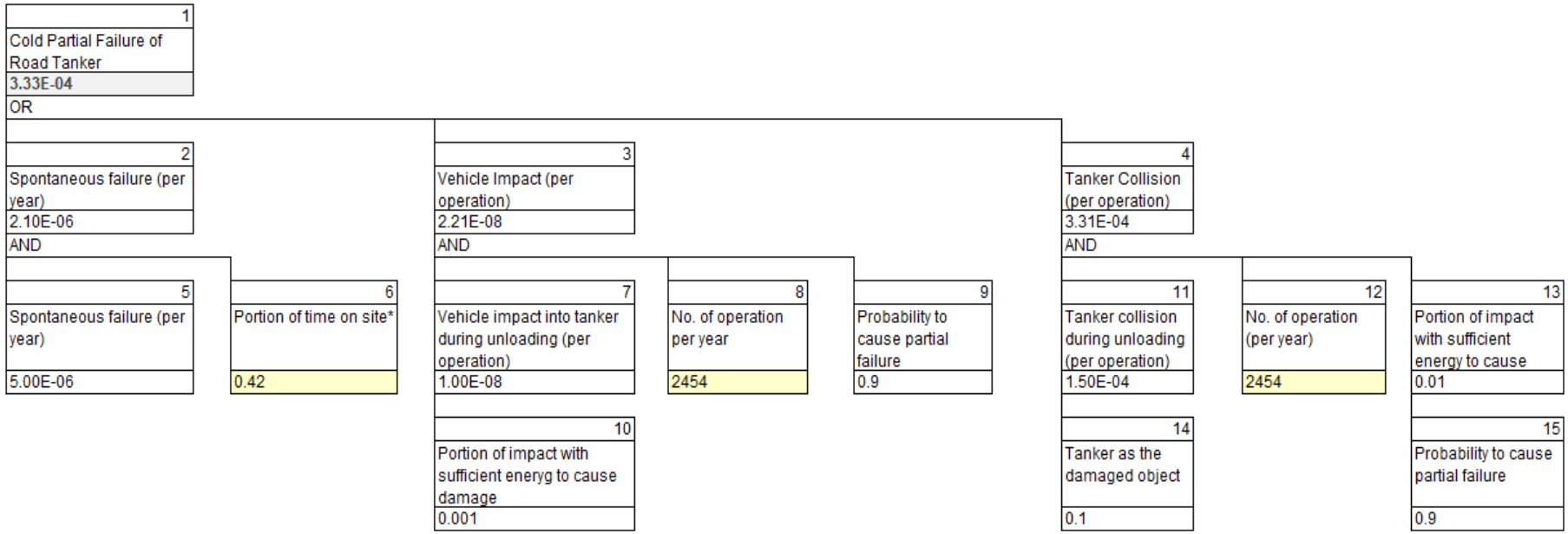



*=(1.5 × no. of tanker delivery)/(24 × 365)

## Figure 4C3. Fault Tree Diagram for Cold Partial Failure of an LPG Vessel (Updated with data in Table 4C2)



## Figure 4C4. Fault Tree Diagram for Cold Partial Failure of Road Tanker (Updated with data in Table 4C2)




*=(1.5 × no. of tanker delivery)/(24 × 365)

## Figure 4C5. Pump Flange Leak (Updated with data in Table 4C2)

| 1 |
|---|
| Leak from Pump Flamge (per year) |
| 4.36E-04 |

AND

| 2 | 3 | 4 |
|---|---|---|
| Flange Failure (per year) | No. of storage vessel | No. of Operations per year |
| 1.09E-04 | 2 | 2 |

## Figure 4C6. Guillotine Failure of Liquid Filling Line to Storage Vessel (Updated with data in Table 4C2)

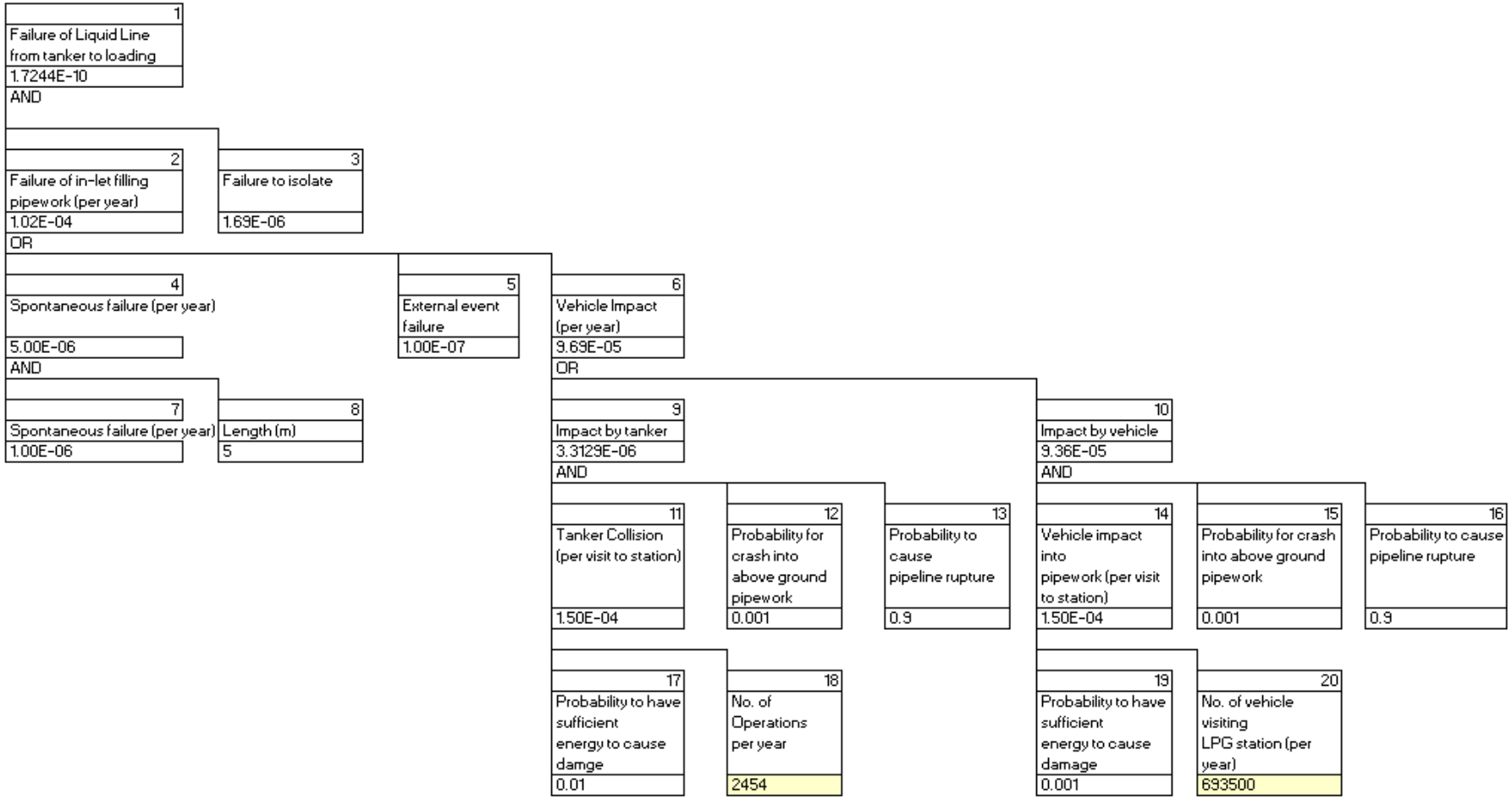


**Figure 4C7. BLEVE of LPG road tanker due to fire from LPG dispenser (Updated with data in Table 4C2)**

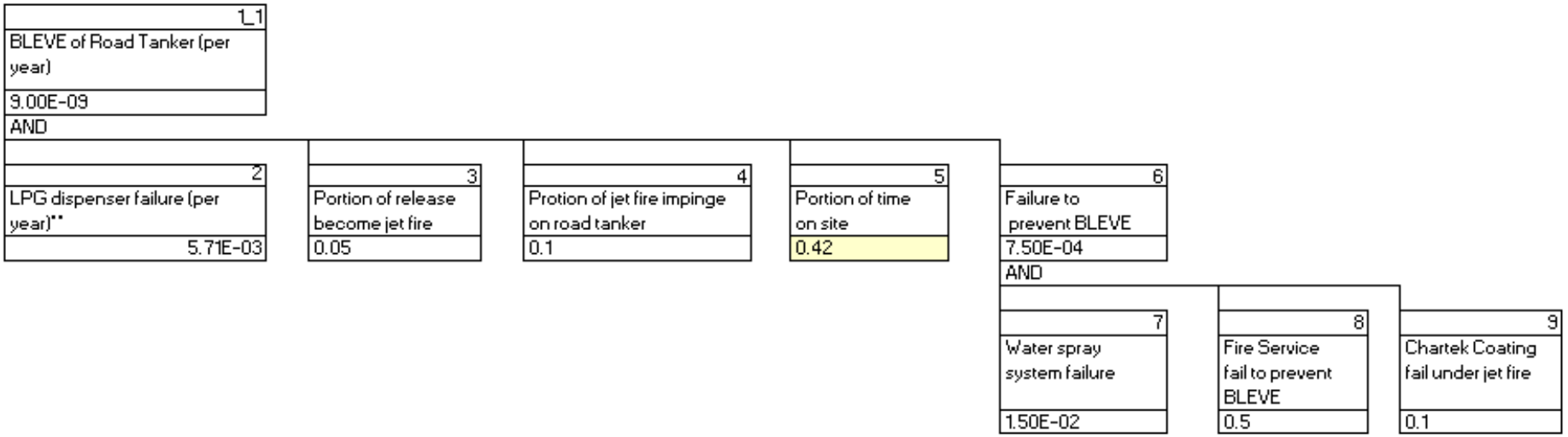


**Figure 4C7. BLEVE of LPG road tanker due to fire from LPG dispenser (Updated with data in Table 4C2) (Con't)**

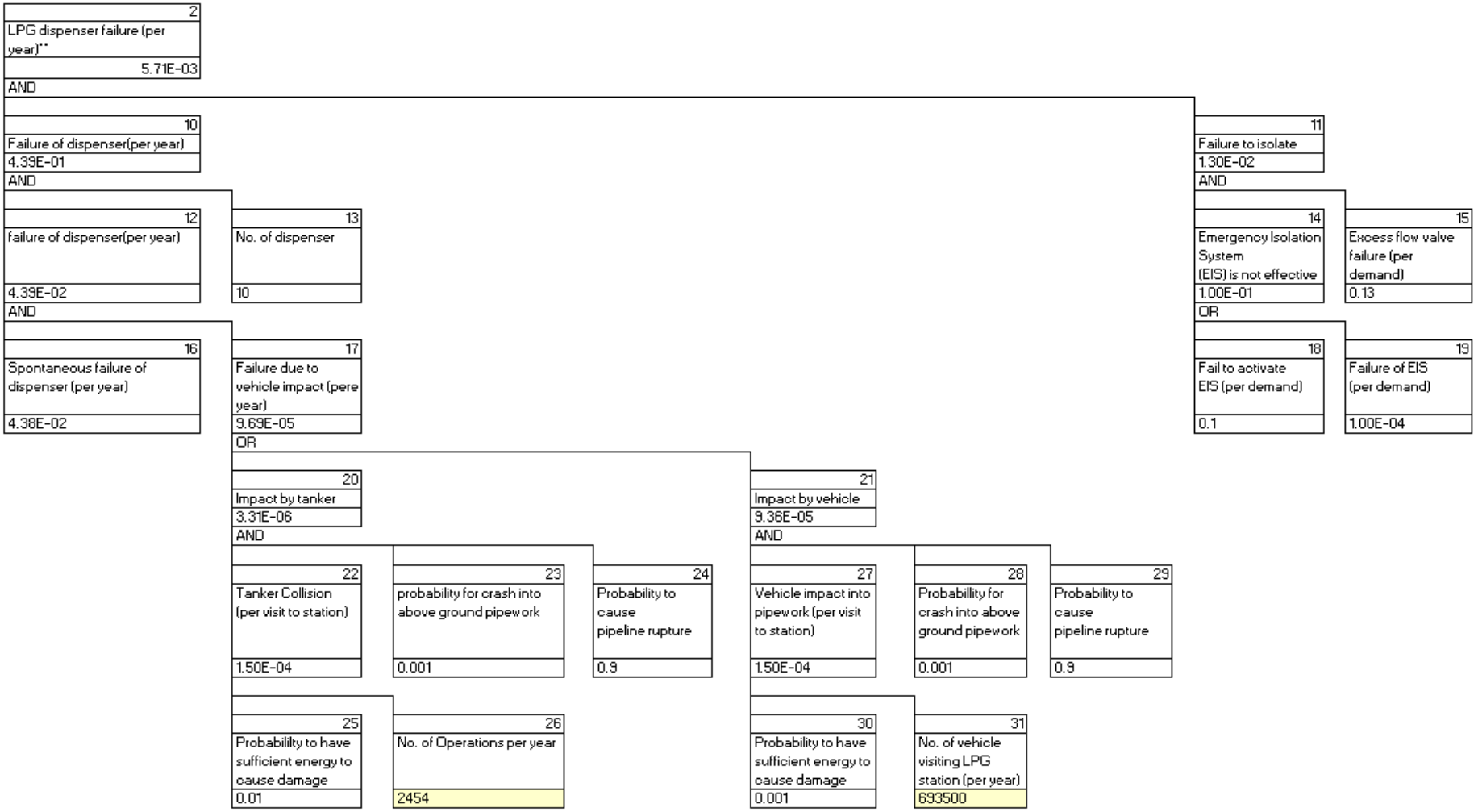


**Figure 4C8. BLEVE of LPG road tanker due to fire from LPG dispenser (Updated with data in Table 4C2)**

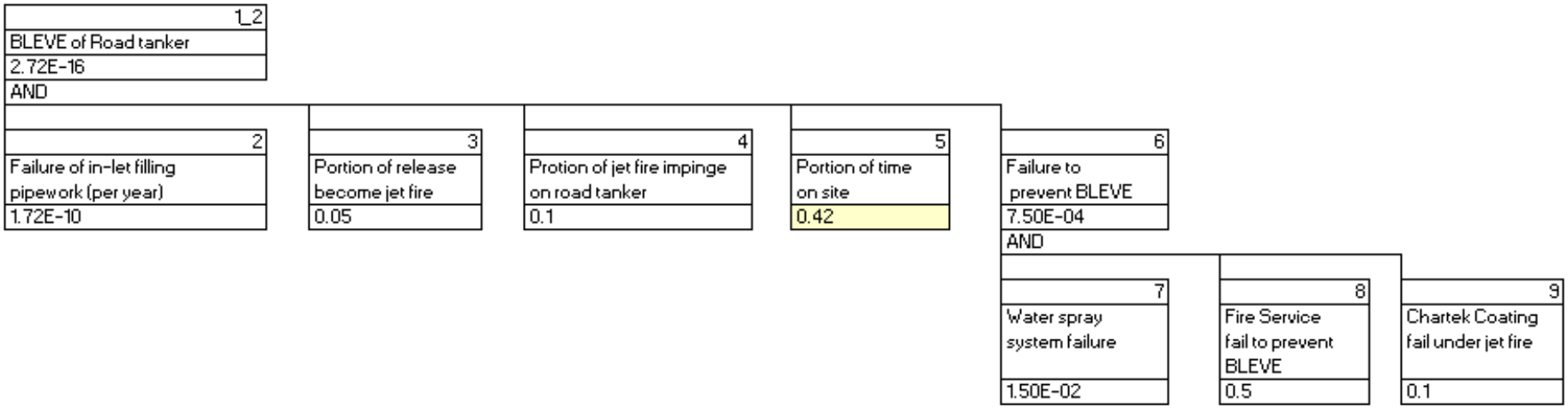


**Figure 4C9. BLEVE of LPG road tanker due to fire from Liquid Supply Line to Dispenser (Updated with data in Table 4C2)**

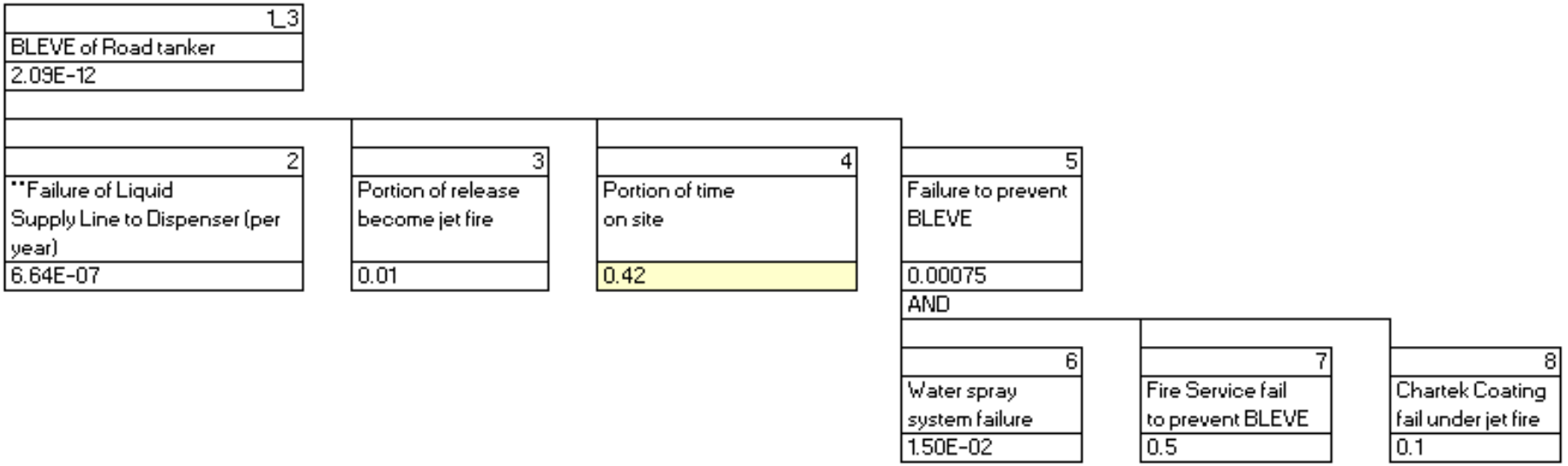


**Figure 4C9. BLEVE of LPG road tanker due to fire from Liquid Supply Line to Dispenser (Updated with data in Table 4C2) (Con't)**

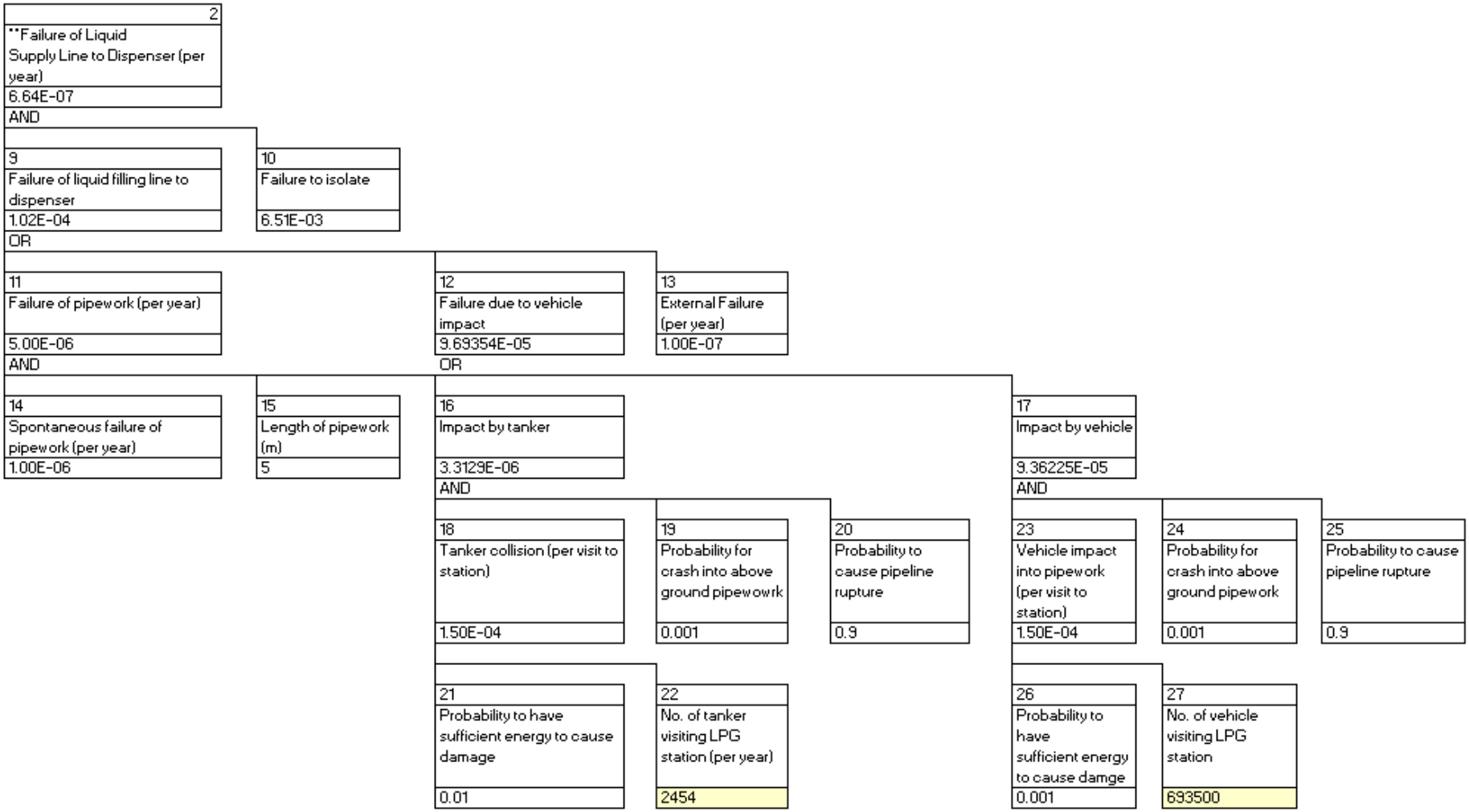


**Figure 4C10. BLEVE of LPG road tanker due to fire from Flexible Hose during loading to underground vessel (Updated with data in Table 4C2)**

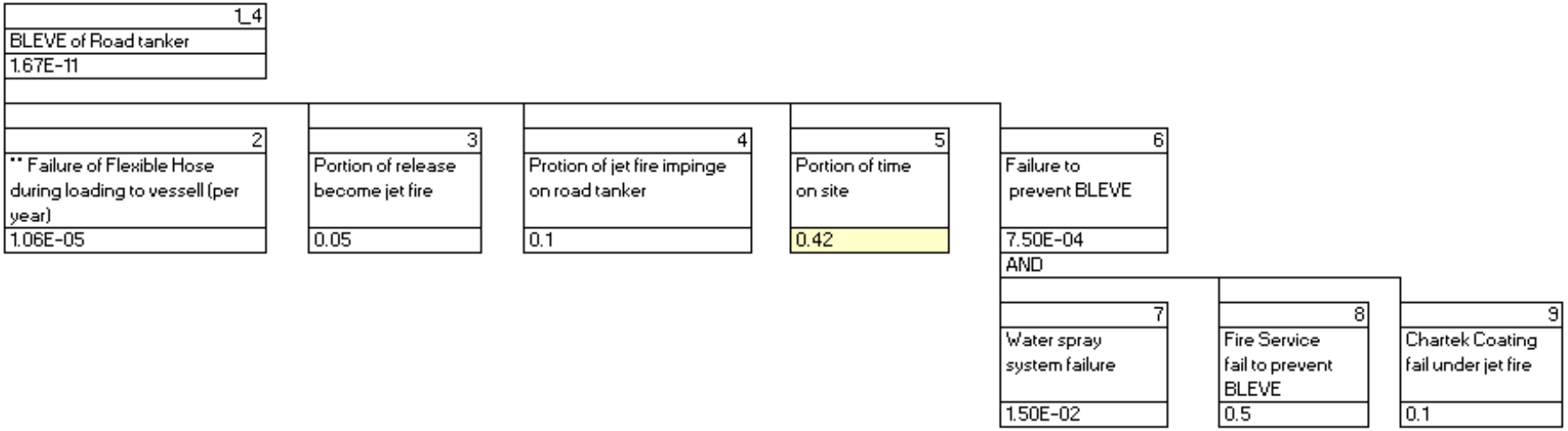
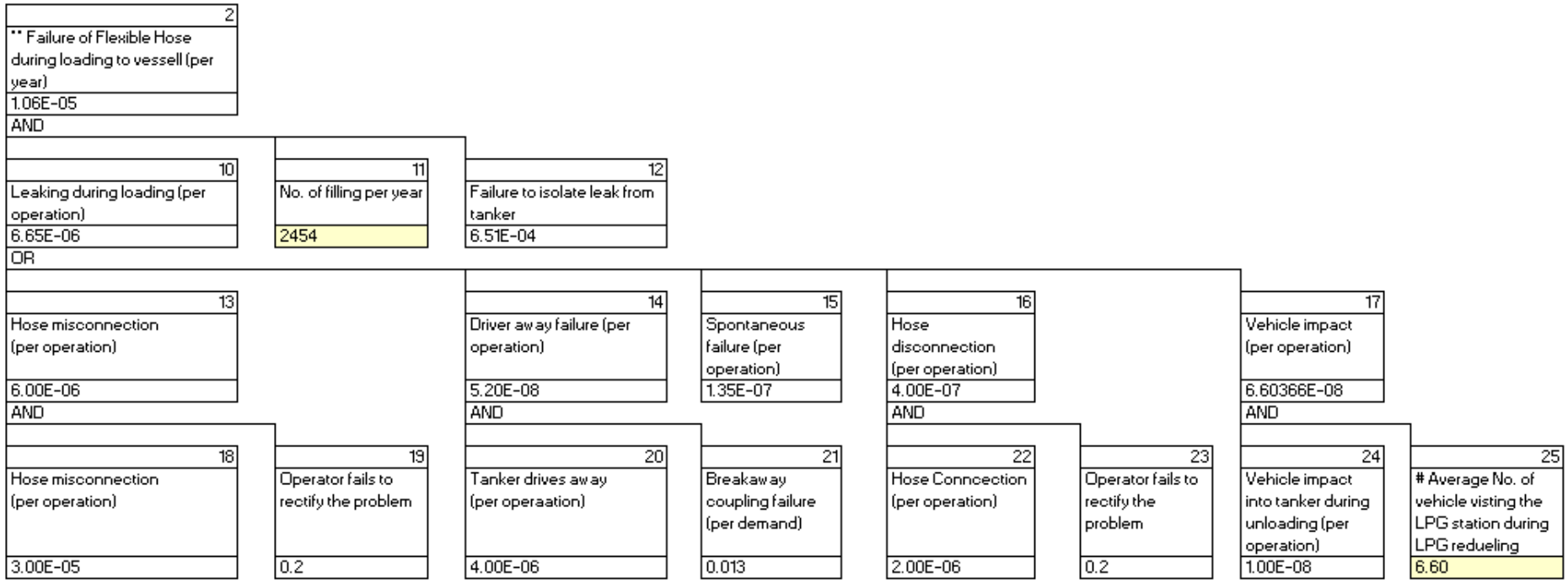


**Figure 4C10. BLEVE of LPG road tanker due to fire from Flexible Hose during loading to underground vessel (Updated with data in Table 4C2) (Con't)**




# = (daily no. of vehicle visit/24 hours) / 60 min * aveargе time of refueling

**Figure 4C11. BLEVE of LPG road tanker due to fire from Liquid Line (Updated with data in Table 4C2)**