

**Table 11.2 Goods Vehicles-Kilometre**

<b>AM Peak Hour (x10<sup>3</sup>)</b>			
<b>Air Control Zone</b>	<b>NT-Biased Option</b>	<b>HB-Biased Option</b>	<b>Recommended Strategy</b>
1. Harbour	238	250	252
2. Tseung Kwan O	17	16	16
3. Lantau	33	31	33
4. Fanling/Shau Tau Kok	52	45	48
5. Port Shelter	4	4	4
6. South HK Island/Lamma	13	14	14
7. Tolo	89	85	88
8. Tsuen Wan/Kwai Chung	186	186	188
9. Tuen Mun	105	99	103
10. Yuen Long	134	122	127
<b>TOTAL</b>	<b>875</b>	<b>854</b>	<b>877</b>
<b>Annual (x10<sup>6</sup>)</b>			
<b>Air Control Zone</b>	<b>NT-Biased Option</b>	<b>HB-Biased Option</b>	<b>Recommended Strategy</b>
1. Harbour	1938	2043	1981
2. Tseung Kwan O	118	116	118
3. Lantau	238	224	234
4. Fanling/Shau Tau Kok	322	294	297
5. Port Shelter	30	31	30
6. South HK Island/Lamma	1	1	1
7. Tolo	638	632	618
8. Tsuen Wan/Kwai Chung	1257	1281	1256
9. Tuen Mun	701	688	692
10. Yuen Long	849	791	814
<b>TOTAL</b>	<b>6217</b>	<b>6233</b>	<b>6172</b>

8. The proposal of setting up a freight/goods marshalling yard in the SSEZ should be given serious consideration as it would reduce the number of goods vehicles entering through the border crossings, and would reduce the extent of vehicle emissions to be assimilated in the New Territories and Metro Area. This would thereby be of benefit to all three scenarios considered.