

from Places other than Domestic Premises, Public Places or Construction Sites (IND-TM). This IND-TM establishes ANLs for fixed noise sources having regard to the sensitivity of the area where the Noise Sensitive Receiver (NSR) is located. The relevant ANLs are shown in Table 3.2b.

Table 3.2b
Acceptable Noise Levels for Fixed Noise Sources, dB(A)

Time Period	Area Sensitivity Rating		
	A	B	C
Day and Evening (0700 to 2300 hours)	60	65	70
Night (2300 to 0700 hours)	50	55	60

In addition, the HKPSG also established emission criterion for railways. Noise levels arising from railway operations at the external facade of domestic premises should not exceed L_{max} 85 dB(A) during the nighttime hours.

3.2.4 Environmental Performance Indicators

The over-riding aim that guides the selection of EPIs would be its ability to:

- represent complex issues using simple and practicable measures;
- provide quantitative and monitorable measures wherever possible; and
- use measures which communicate effectively with stakeholder which seem "intuitively" to present the right aspect of performance.

It is recognized that the EPIs are primarily used as a means to evaluate and compare the relative degree of environmental noise acceptability of different future transport scenarios. It is imperative, therefore, that the EPIs are linked meaningfully to both the baseline (existing) road traffic noise conditions and those associated with the future scenarios.

The baseline seeks to provide an indication of the prevailing road traffic noise situations in Hong Kong in the reference year 1997. The following indicators are employed:

- noise levels in terms of $L_{10(1 \text{ hour})}$;
- the number of hours in the daytime and evening hours (0700 - 2300 hours) that the level would exceed the HKPSG criterion of 70 dB(A) for residential premises; and
- an indication of the number of people exposed to "excessive" road traffic noise.

These are elaborated further in the Evaluation Methodology section below.

For the sake of consistency and meaningful comparison, the use of noise levels, period of exposure and, ultimately, the number of people exposed to excessive traffic