

Table 4.7a
Transport Scenarios Tested in Main Model Runs

Year	Version	Description	Tests	Pop scenario	Road Network	Rail Network	Car fleet size	GV fleet size	Toll Sch
2001	39	LOW / Toll Scheme A	Sensitivity	1	Base 2001		392500	127500	A
2001	40	LOW / Toll Scheme B	Sensitivity	1	Base 2001		392500	127500	B
2001	41	LOW / Toll Scheme C	Sensitivity	1	Base 2001		392500	127500	C
2001	43	LOW / Toll Scheme D1	Sensitivity	1	Base 2001		392500	127500	D1
2001	47	LOW / Toll Scheme D	Sensitivity	1	Base 2001		392500	127500	D
2001	48	LOW / Budget Toll	Main	1	Base 2001		392500	127500	Budget
2006	49	High Car High Goods	Sensitivity	2	Base 2006		558900	166600	D
2006	50	Medium Car High Goods	Sensitivity	2	Base 2006		558900	166600	D
2006	52	High Car Medium Goods	Sensitivity	2	Base 2006		483000	150700	D
2006	54	Medium Car Medium Goods	Sensitivity	2	Base 2006		483000	150700	D
2006	58	Scenario 2, Toll D, HVF, System Test 1	Main	2	Test 2006		558900	166600	D
2006	75	Scenario 2, Toll D, HVF, System Test 2	Economics	2	High 2006		558900	166600	D
2006	76	Scenario 2, Toll D, HVF, System Test 2, w/o CRK	Main	2	High 2006		558900	166600	D
2006	77	Scenario 2, Toll D, HVF, System Test 2, w/o CRK	Economics	2	High 2006		558900	166600	D
2006	78	Scenario 2, Toll D, HVF, System Test 2, w/o CRK	Economics	2	High 2006		558900	166600	D
2006	80	Scenario 2, Toll D, HVF, System Test 2, w/o IEC	Economics	2	High 2006		558900	166600	D
2006	82	Scenario 2, Toll D, HVF, System Test 2, w/o T2	Economics	2	High 2006		558900	166600	D
2006	83	Scenario 2, Toll D, HVF, System Test 2, w/o Route 5	Economics	2	High 2006		558900	166600	D
2006	84	Scenario 2, Toll D, HVF, System Test 2, w/o Route 10	Economics	2	High 2006		558900	166600	D
2006	85	Scenario 2, Toll D, HVF, System Test 2, w/o Route 16	Economics	2	High 2006		558900	166600	D
2006	86	Scenario 2, Toll D, HVF, System Test 2, w/o all	Economics	2	High 2006		558900	166600	D
2006	89	Scenario 2, Toll D, HVF, System Test 2, w/o TM Southern Bypass & Port Expressway	Economics	2	High 2006		558900	166600	D
2006	91	Base Case for Rail Priority	Policy	2	Base 2006		483000	150700	B
2006	92	Low Car, Toll B	Policy	2	Base 2006		483000	150700	D
2006	94	Rail Priority	Policy	2	Special Bus 2006		558900	166600	D
2006	95	Base Case	Policy	2	Base 2006		558900	166600	D
2006	97	(Sci, Lo, Toll D) Least Demand	Main	2	Base 2006		483000	150700	D
2006	98	System Test 2 without TKO Rail Phase II	Main	1	Base 2006		483000	150700	D
2006	102	2001 Road / 2006 Rail	Economics	2	High 2006		558900	166600	D
2006	106	Recommended Transport Strategy - High Growth	Main	2	Base 2001		558900	166600	Budget
2006	107	Recommended Transport Strategy - Medium Growth	Main	2	Medium 2006		483000	150700	Budget
2011	41	High Car High Goods	Sensitivity	2	Base 2011		746100	211600	D
2011	42	Medium Car High Goods	Sensitivity	2	Base 2011		746100	211600	D
2011	43	Medium Car Medium Goods	Sensitivity	2	Base 2011		560000	211600	D
2011	44	Medium Car Medium Goods	Sensitivity	2	Base 2011		560000	211600	D
2011	55	PT Fare Policy	Policy	2	Base 2011		746100	211600	D
2011	68	Sci, Toll D, H, Base	Main	2	Base 2011		746100	211600	D
2011	69	Park and Ride	Main	2	Base 2011		560000	167300	D
2011	71	(Sci, Toll, Lo) Least Demand	Main	1	High 2011		746100	211600	D
2011	74	(Sci, Toll, H) System Test 4	Economics	2	High 2011		746100	211600	B
2011	75	(Sci, Toll, H) System Test 4	Economics	2	High 2011		746100	211600	D
2011	76	System Test 4 without WC	Economics	2	High 2011		746100	211600	D
2011	77	System Test 4 without Central - Wan Chai Bypass	Economics	2	High 2011		746100	211600	D
2011	78	System Test 4 without Lantau P1 Road	Economics	2	High 2011		746100	211600	D
2011	79	System Test 4 without IEC	Economics	2	High 2011		746100	211600	D
2011	80	System Test 4 without East-West Link	Economics	2	High 2011		746100	211600	D
2011	81	System Test 4 without Lantau Road Link	Economics	2	High 2011		746100	211600	D
2011	82	System Test 4 without Eastam Highway	Economics	2	High 2011		746100	211600	D
2011	83	(Sci, Toll, H) System Test 4 without HK - Lantau Link	Economics	2	High 2011		746100	211600	B (excl - D)
2011	84	(Sci, Toll, H) System Test 4 (GHK - Toll D)	Main	2	High 2011		746100	211600	D
2011	87	System Test 4 without North Hong Kong Line (Central to North Point)	Economics	2	High 2011		746100	211600	D

Table 4.7a (Continued)
Transport Scenarios Tested in Main Model Runs

Year	Version	Description	Tests	Pop scenarios	Road Network	Rail Network	Car fleet size	GV fleet size	Toll Sch
2011	85	System Test 4 without West Hong Kong Line (Sheung Wan to Green Island)	Economics	2	High 2011		746100	211600	D
2011	86	System Test 4 without Hung Hom to Wan Chai (KCRC)	Economics	2	High 2011		745100	211600	D
2011	90	System Test 4 without East Kowloon Line (Tai Wai to Hung Hom)	Economics	2	High 2011		748100	211600	D
2011	93	PT Fare Integration	Policy	2	Base 2011		746100	211600	D
2011	97	with 2001 Road/ 2006 Rail	Main	2	Base 2001	High 2006	746100	211600	D
2011	103	High Xborder Case	Sensitivity	2	High 2011		746100	211600	D
2011	104	Recommended Transport Strategy - High Growth	Main	2	High 2011		746100	211600	Budget
2011	105	Recommended Transport Strategy - Medium Growth	Main	2	Medium 2011		560000	167300	Budget
2011	106	Recommended Transport Strategy - Low Growth	Main	2	High 2011		746100	211600	D
2011	107	(Soll, TollD, H) System Test 4 without Tai Wai and Diamond Hill	Main	2	High 2011		746100	211600	D
2016	7	High Car High Goods	Sensitivity	2	Base 2016		959700	262400	D
2016	8	Medium Car High Goods	Sensitivity	2	Base 2016		959700	262400	D
2016	10	Medium Car Medium Goods	Sensitivity	2	Base 2016		618000	184700	D
2016	12	High Car Medium Goods	Sensitivity	2	Base 2016		618000	262400	D
2016	18	(Soll, TollD, H, Base)	Main	1	Base 2016		959700	262400	D
2016	19	(Soll, TollD, Low) Least Demand	Main	2	Base 2016		618000	184700	B
2016	21	(Soll, TollD, Base, Low Car, H GV)	Sensitivity	2	Base 2016		1084000	262400	D
2016	23	(Soll, TollD, H) Mast Demand	Main	3	Base 2016		959700	262400	D
2016	35	System Test 2A - M4 Northern Bias	Sensitivity	2	High 2016		959700	262400	D
2016	36	System Test 2A - M3 Lanau Bias	Sensitivity	2	High 2016		959700	262400	D
2016	37	System Test 2A without IWC	Economics	2	High 2016		959700	262400	D
2016	38	System Test 2A without Route 81	Economics	2	High 2016		959700	262400	D
2016	39	System Test 2A without TST PI Road	Economics	2	High 2016		959700	262400	D
2016	40	System Test 2A without TMS Link	Economics	2	High 2016		959700	262400	D
2016	41	System Test 2A without TM Western Bypass	Economics	2	High 2016		959700	262400	D
2016	42	System Test 2A without HK - Lanau Link	Economics	2	High 2016		959700	262400	D
2016	43	System Test 2A without HK North Bypass	Economics	2	High 2016		959700	262400	D
2016	44	System Test 2A without Kin Northern Bypass So Kwun Wai to Tai Mo Shan Link	Economics	2	High 2016		959700	262400	D
2016	45	System Test 2A without TM-CK Link	Economics	2	High 2016		959700	262400	D
2016	46	System Test 2A without Further Widening YL HW	Economics	2	High 2016		959700	262400	D
2016	47	System Test 2A without IEC Imp	Economics	2	High 2016		959700	262400	D
2016	48	System Test 2A without Hong Kong Rail	Economics	2	High 2016		959700	262400	D
2016	49	System Test 2A without Siu Sai Wan Station	Economics	2	High 2016		959700	262400	D
2016	50	System Test 2A without WR Yen Chow Street to TST	Economics	2	High 2016		959700	262400	D
2016	51	System Test 2A without SE KL West-East Rail	Economics	2	High 2016		959700	262400	D
2016	52	System Test 2A without Outer Western Corridor	Economics	2	High 2016		959700	262400	D
2016	53	System Test 2A without MDSR Ext	Economics	2	High 2016		959700	262400	D
2016	54	System Test 2A without XB Western Corridor	Economics	2	High 2016		959700	262400	D
2016	55	Recommended Infrastructure with New Kowloon Northern Bypass & So Kwun Wai to Tai Mo Shan Link	Main	2	High 2016		959700	262400	D
2016	64	with 2001 Road and 2006 Rail	Main	2	Base 2001	High 2006	959700	262400	D
2016	75	High Xborder Case	Sensitivity	2	High 2016		959700	262400	D
2016	82	Recommended Transport Strategy - High Growth (Low End)	Main	2	High 2016		959700	262400	budget
2016	83	Recommended Transport Strategy - High Growth (High End)	Main	3	High 2016		1084000	262400	budget
2016	84	Recommended Transport Strategy - Medium Growth	Main	1	Medium 2016		818000	184700	budget
2016	86	Recommended Transport Strategy - Low Growth	Main	2	Low 2016		455000	141000	budget
2016	88	System Test 2A without Fourth Harbour Crossing	Main	2	High 2016		959700	262400	D
2016	90	System Test 2A without T1	Main	2	High 2016		959700	262400	D