

Table 5.2h - Summary of Scenarios

Summary of Main Model Runs		Run No.	Description	% vkt relative to 1997	% NOx relative to 1997	% VOC relative to 1997	(Tailpipe) relative to 1997	% RSP (Road Dust) relative to 1997	Composite Air Score
Year									
2001		38	LOW / Toll Scheme A	121%	102%	105%	77%	124%	1.02
2001		40	LOW / Toll Scheme B	121%	102%	105%	77%	124%	1.02
2001		41	LOW / Toll Scheme C	121%	102%	105%	77%	124%	1.01
2001		43	LOW / Toll Scheme D1	121%	102%	105%	77%	123%	1.01
2001		47	LOW / Toll Scheme D	121%	104%	105%	78%	126%	1.02
2001		48	LOW / Budget Toll	119%	102%	103%	78%	123%	1.01
2006		49	High Car High Goods	147%	92%	102%	56%	148%	0.96
2006		50	Medium Car High Goods	141%	90%	97%	56%	148%	0.94
2006		52	High Car Medium Goods	145%	89%	100%	54%	142%	0.93
2006		54	Medium Car Medium Goods	138%	88%	95%	54%	143%	0.92
2006		58	Scenario 2, Toll D, HVF, System Test 1	147%	92%	102%	57%	149%	0.97
2006		75	Scenario 2, Toll D, HVF, System 2 w/o Route 7	148%	92%	102%	57%	149%	0.97
2006		76	Scenario 2, Toll D, HVF, System Test 2	150%	93%	103%	57%	150%	0.98
2006		77	Scenario 2, Toll D, HVF, System Test 2, w/o CKR	150%	93%	103%	57%	150%	0.98
2006		78	Scenario 2, Toll D, HVF, System Test 2, w/o Route 9	150%	93%	103%	57%	150%	0.98
2006		80	Scenario 2, Toll D, HVF, System Test 2, w/o IEC	149%	93%	103%	57%	150%	0.97
2006		81	Scenario 2, Toll D, HVF, System Test 2, w/o T2	149%	93%	103%	57%	150%	0.98
2006		82	Scenario 2, Toll D, HVF, System Test 2, w/o Route 5	150%	93%	103%	57%	150%	0.98
2006		83	Scenario 2, Toll D, HVF, System Test 2, w/o Route 10	150%	93%	103%	57%	151%	0.98
2006		84	Scenario 2, Toll D, HVF, System Test 2, w/o Route 16	149%	93%	102%	57%	149%	0.97
2006		85	Scenario 2, Toll D, HVF, System Test 2, w/o WCR & Cross Bay Link	149%	93%	102%	57%	150%	0.97
2006		86	Scenario 2, Toll D, HVF, System Test 2, w/o all	148%	93%	102%	57%	151%	0.97
2006		89	Scenario 2, Toll D, HVF, System Test 2, w/o TM Southern Bypass & Port Expressway	149%	93%	102%	57%	149%	0.97
2006		91	Base Case for Rail Priority	149%	93%	103%	57%	150%	0.98
2006		92	Low Car, Toll B	142%	91%	98%	57%	151%	0.96
2006		94	Rail Priority	149%	92%	102%	57%	149%	0.97
2006		95	Base Case	147%	91%	100%	56%	146%	0.95
2006		97	(Sc 1, Lo, Toll D) Least Demand	133%	84%	91%	52%	137%	0.88
2006		98	System Test 2 without TKO Rail Phase II	149%	93%	102%	57%	150%	0.97
2006		102	2001 Road / 2006 Rail	144%	89%	99%	54%	144%	0.94
2006		106	Recommended Transport Strategy - High Growth	147%	91%	101%	56%	146%	0.95
2006		107	Recommended Transport Strategy - Medium Growth	139%	88%	95%	54%	141%	0.91
2011		41	High Car High Goods	184%	90%	101%	48%	182%	0.99
2011		42	Medium Car High Goods	166%	87%	92%	47%	182%	0.95
2011		43	Medium Car Medium Goods	158%	81%	87%	44%	166%	0.88
2011		44	High Car Medium Goods	176%	85%	96%	45%	167%	0.93
2011		55	PT Fare Policy	186%	91%	101%	48%	183%	1.00
2011		69	ScII, Toll D, Hi, Base	182%	89%	99%	47%	179%	0.98
2011		69p	Park and Ride	182%	89%	99%	47%	179%	0.98
2011		71	(ScI, TollD, Lo) Least Demand	153%	79%	84%	43%	163%	0.86
2011		74	(ScII, TollD, Hi) System Test 4	183%	90%	99%	48%	179%	0.98
2011		75	(ScII, TollB, Hi) System Test 4	183%	90%	96%	48%	180%	0.98

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2011	76	System Test 4	without IWC	183%	90%	99%	48%	180%	0.98		
2011	77	System Test 4	without Central Wanchai Bypass	182%	90%	99%	48%	180%	0.98		
2011	78	System Test 4	without Lantau P1 Road	182%	90%	99%	48%	179%	0.98		
2011	79	System Test 4	without IEC	183%	90%	99%	48%	180%	0.98		
2011	80	System Test 4	without East-West Link	182%	89%	99%	48%	180%	0.98		
2011	81	System Test 4	without Lantau Road Link	183%	90%	99%	48%	180%	0.98		
2011	82	System Test 4	without Eastern Highway	182%	89%	99%	48%	180%	0.98		
2011	83	(ScII, TollD, Hi) System Test 4	without HK - Lantau Link	183%	90%	99%	48%	183%	0.99		
2011	84	(ScII, TollB, Hi) System Test 4	(EHX - Toll D)	183%	90%	99%	48%	179%	0.98		
2011	87	System Test 4	without North Hong Kong Line (Central to North Point)	183%	90%	99%	48%	180%	0.98		
2011	88	System Test 4	without West Hong Kong Line (Sheung Wan to Green Island)	183%	90%	99%	48%	180%	0.98		
2011	89	System Test 4	without Hung Hom to Wan Chai (KCRC)	183%	90%	100%	48%	180%	0.98		
2011	90	System Test 4	without East Kowloon Line (Tai Wai to Hung Hom)	183%	90%	99%	48%	180%	0.98		
2011	93	PT Fare Intergration		183%	90%	99%	48%	180%	0.98		
2011	97	with 2001 Road/ 2006 Rail		169%	85%	92%	46%	175%	0.93		
2011	103	High Xborder Case		189%	93%	103%	50%	189%	1.02		
2011	104	<b>Recommended Transport Strategy - High Growth</b>			184%	91%	100%	48%	183%	0.99	
2011	105	<b>Recommended Transport Strategy - Medium Growth</b>			160%	82%	88%	44%	169%	0.89	
2011	106	(ScII, TollD, Hi) System Test 4	with Port Rail	182%	88%	98%	47%	174%	0.96		
2011	107	(ScII, TollD, Hi) System Test 4	without Rail Between Tai Wai and Diamond Hill	183%	90%	99%	48%	180%	0.98		
2016	7	High Car High Goods		215%	105%	119%	57%	216%	1.16		
2016	8	Medium Car High Goods		186%	99%	104%	55%	217%	1.09		
2016	10	Medium Car Medium Goods		174%	90%	97%	49%	191%	0.99		
2016	12	High Car Medium Goods		203%	96%	112%	51%	190%	1.06		
2016	18	(ScII, TollD, Hi, Base)		213%	104%	117%	55%	211%	1.14		
2016	19	(ScII, TollD, Low) Least Demand		169%	88%	94%	48%	188%	0.97		
2016	21	(ScII, TollB, Base, Low Car, Hi GV)		189%	99%	104%	55%	215%	1.09		
2016	23	(ScII, TollD, Hi) Most Demand		236%	110%	128%	57%	214%	1.21		
2016	35	System Test 2A - M4 Northern Bias		226%	108%	124%	57%	213%	1.18		
2016	36	System Test 2A - M3 Lantau Bias		228%	108%	124%	57%	211%	1.18		
2016	37	System Test 2A without IWC		222%	106%	121%	56%	212%	1.17		
2016	38	System Test 2A without Route 81		222%	106%	121%	56%	212%	1.17		
2016	39	System Test 2A without TST P1 Road		222%	106%	121%	56%	212%	1.17		
2016	40	System Test 2A without TMS Link		224%	107%	122%	57%	214%	1.18		
2016	41	System Test 2A without TM Western Bypass		222%	106%	122%	56%	212%	1.17		
2016	42	System Test 2A without HK - Lantau Link		224%	108%	122%	57%	217%	1.19		
2016	43	System Test 2A without HK North Bypass		222%	107%	121%	56%	213%	1.17		
2016	44	System Test 2A without Kin Northern Bypass So Kwun Wat to Tai Mo Shan Link		219%	106%	120%	56%	212%	1.16		
2016	45	System Test 2A without TM-CLK Link		222%	107%	121%	57%	216%	1.18		
2016	46	System Test 2A without Further Widening YL HW		222%	106%	121%	56%	212%	1.17		
2016	47	System Test 2A without IEC Imp		222%	107%	121%	56%	212%	1.17		
2016	48	System Test 2A without Hong Kong Rail		223%	107%	122%	57%	213%	1.17		

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2016	49	System Test 2A without Siu Sai Wan Station	221%	106%	121%	56%	212%	1.17		
2016	50	System Test 2A without Wai Yuen Chow Street to TST	223%	107%	122%	56%	213%	1.17		
2016	51	System Test 2A without SE KL West-East Rail	224%	107%	122%	57%	213%	1.18		
2016	52	System Test 2A without Outer Western Corridor	224%	107%	122%	57%	213%	1.18		
2016	53	System Test 2A without MOSR Ex1	222%	106%	121%	56%	212%	1.17		
2016	54	System Test 2A without XB Western Corridor	220%	106%	120%	56%	213%	1.17		
2016	55	Recommended Infrastructure with New Kowloon Northern Bypass & So Kwun Wat to Tai Mo Shan	220%	106%	120%	56%	211%	1.16		
2016	64	with 2001 Road and 2008 Rail	183%	95%	101%	53%	212%	1.06		
2016	75	High Xborder Case	219%	107%	121%	58%	221%	1.19		
2016	82	Recommended Transport Strategy - High Growth (Low End)	220%	107%	120%	57%	215%	1.17		
2016	83	Recommended Transport Strategy - High Growth (High End)	248%	114%	134%	59%	219%	1.25		
2016	84	Recommended Transport Strategy - Medium Growth	179%	92%	99%	50%	191%	1.01		
2016	86	Recommended Transport Strategy - Low Growth	145%	76%	80%	41%	159%	0.83		
2016	89	System Test 2A without Fourth Harbour Crossing	222%	107%	121%	57%	213%	1.17		
2016	90	System Test 2A without T1	222%	107%	121%	57%	213%	1.17		
Notes:	(i)	Scenarios in bold refers to Recommended Transport Strategy of the respective design years.								
	(ii)	Scenarios marked with "(i)" have been tested using PATH air quality model.								