Table 5.2k
Contribution of VOC by Vehicle Types

	1997	2001	2006	2011	2016
M/C	2	1	1	3	3
P/C	1	3	3	1	2
Taxi	6	6	5	5	5
PV	9	9	9	9	9
PLB	8	8	8	8	8
LGV	4	4	4	4	4
HGV	3	2	2	2	1
NFB	7	7	7	7	7
FBSD	10	10	10	10	10
FBDD	5	5	6	6	6

Table 5.2l
Contribution of RSP (tailpipe) by Vehicle Types

	1997 tailpipe	2001 tailpipe	2006 tailpipe	2011 tailpipe	2016 tailpipe
M/C	9	10	10	9	9
P/C	6	5	4	3	3
Taxi	3	4	8=	8	8
PV	8	8	7	6	6
PLB	6	7	6	7	7
LGV	2	2	2	2	2
HGV	1	1	1	1	1
NFB	7	6	5	5	5
FBSD	10	9	8=	10	10
FBDD	4	3	3	4	4
Note: 8= means equal contribution					

Discussion

5.2.14 The Main Model Runs of the CTS-3 have conducted analysis for 99 transport scenarios (6 in 2001; 26 in 2006; 30 in 2011 and 37 in 2016). The majority of these are for the purposes of economic analysis, while the remainders are classified into sensitivity, policy, environmental and main analyses. It should be noted that the environmental analysis conducted in this SEA study is strategic in nature and the need, detailed alignment and form of infrastructure should be determined at the project feasibility study. The discussions of the findings will be organised by Design Years (2001, 2006, 2011 and 2016) and types of analysis. The Run Numbers will be referred to instead of the full description of the scenario to simplify the text. All percentages presented in section are percentage relative to 1997 unless otherwise stated, ie 200% means that the quantity of emissions is doubled that in 1997, and 50% means the quantity is halved with respect to 1997.

Year 2001

5.2.15 As year 2001 is in the very immediate future, a reasonable set of assumptions could be made in terms of population, highway infrastructures and other variables. Six