

RSP (prd) are 89%, 99%, 47% and 179% respectively and the Composite Air Score is 0.98. The contribution to pollutant emissions by different types of vehicle is very similar to that in 2006. Heavy Goods Vehicles and Private Cars are the main contributors to emissions (ref. Figure 5.2e). It is also observed that Light Goods Vehicles show an increased contribution for all three pollutants examined.

- 5.2.34 Four sensitivity analyses were conducted on the fleet sizes of cars and goods vehicles (Runs 41, 42, 43 and 44). These analyses assumed the same transport infrastructure and the vehicle fleet sizes are varied. The vkt varies between 184% for the High Car and High Goods Fleet scenario (Run 41) to 158% for the Medium Car and Medium Goods Fleet scenario (Run 43). The NO_x emissions vary from 90% for Run 41 to 81% for Run 43. The VOC emissions vary from 101% for Run 41 to 87% for Run 43. The RSP (tailpipe) and RSP (prd) emissions vary from 48% and 182% for Run 41 to 44% and 166% for Run 43 respectively. The Composite Air Scores for the High Car High Goods Vehicle Fleet and Medium Car Medium Goods Vehicle Fleet are 0.99 and 0.93 respectively.

Kwai Chung Port Rail Line (Freight Transport)

- 5.2.35 One of the scenarios tested is the inclusion of the Kwai Chung Port Rail Line into the transport model keeping all other variables unchanged (Run 106). Table 5.2n shows changes in vkt and emissions with and without this development (Run 74).

Table 5.2n
Comparison of Scenarios (Kwai Chung Port Rail Line)

District	Run 106/74 % vkt	Run 106/74 % NO _x	Run 106/74 % VOC	Run 106/74 % RSP	
				Tailpipe	prd
Central & Western	99.9%	99.4%	99.9%	99.0%	97.6%
Wan Chai	100.2%	100.2%	100.2%	100.0%	97.9%
Eastern	98.4%	98.3%	98.3%	97.9%	96.2%
Southern	99.0%	99.3%	99.1%	99.4%	96.8%
Yau Tsim Mong	99.3%	99.3%	99.4%	99.1%	97.1%
Sham Shui Po	99.8%	99.7%	99.8%	99.6%	97.6%
Kowloon City	100.4%	100.1%	100.3%	99.4%	98.1%
Kwun Tong	101.1%	101.0%	101.1%	100.7%	98.8%
Wong Tai Sin	96.6%	96.7%	96.6%	96.3%	94.4%
Kwai Tsing	99.7%	99.6%	99.7%	99.5%	97.5%
Tuen Mun	107.4%	109.1%	108.2%	110.0%	105.0%
Island	99.2%	98.1%	98.7%	97.5%	97.0%
Yuen Long	94.6%	90.2%	92.3%	88.3%	92.4%
Tai Po	98.6%	96.9%	98.0%	95.7%	96.4%
North	93.8%	88.6%	91.3%	86.5%	91.7%
Sha Tin	98.5%	97.9%	98.2%	97.0%	96.3%
Sai Kung	101.7%	100.6%	101.4%	99.5%	99.4%
Tsuen Wan	98.0%	97.5%	97.8%	97.1%	94.6%
Total	99.5%	98.6%	99.2%	97.9%	97.2%