

5.2.36 The scenario with the Kwai Chung Port Rail Line showed an overall reduction in vkt and pollutant emissions when compared with the scenario without the railway. The most significant reductions are observed in the North District, where reductions in vkt, NO_x, VOC, RSP (tailpipe) and RSP (prd) are 6.2%, 11.4%, 8.7%, 13.5% and 8.3% respectively. This is probably attributable to the reduction in goods vehicle traffic in this district. Significant reductions in vkt and pollutant emissions are also observed Yuen Long where there is usually more journeys made by goods vehicles. However, increases are observed in Tuen Mun where vkt increases by 7.4% and NO_x, VOC, RSP (tailpipe) and RSP (prd) emissions increase by 9.1%, 8.2%, 10% and 5.0% respectively. Although the overall reduction in pollutant emissions is relatively small, significant reductions are observed at local levels.

High Cross Boundary Scenario

5.2.37 One of the scenarios tested by the transport model is to test the sensitivity when the cross boundary traffic is high (Run 103). Table 5.2o shows the results of the transport scenario with the high cross boundary traffic as a percentage of the scenario with normal cross boundary traffic (Run 69).

Table 5.2o
Comparison of Scenarios (High Cross Boundary Scenario)

District	Run 103/69 % vkt	Run 103/69 % NO _x	Run 103/69 % VOC	Run 103/69 % RSP	
				Tailpipe	prd
Central & Western	101.7%	101.2%	101.7%	101.0%	103.8%
Wan Chai	101.3%	101.2%	101.3%	101.4%	103.3%
Eastern	100.9%	100.6%	100.9%	100.4%	103.0%
Southern	101.2%	101.0%	101.2%	101.0%	103.2%
Yau Tsim Mong	101.3%	101.0%	101.3%	101.0%	103.4%
Sham Shui Po	103.5%	102.5%	103.4%	102.2%	105.6%
Kowloon City	102.5%	102.5%	102.6%	102.6%	104.5%
Kwun Tong	101.3%	101.6%	101.5%	102.1%	103.4%
Wong Tai Sin	100.4%	99.3%	100.1%	98.3%	102.5%
Kwai Tsing	103.9%	103.1%	103.9%	103.1%	106.0%
Tuen Mun	108.0%	107.0%	108.6%	107.4%	110.2%
Island	101.6%	102.3%	101.9%	102.7%	103.6%
Yuen Long	111.6%	113.2%	113.2%	114.3%	113.8%
Tai Po	104.4%	105.8%	105.0%	106.7%	106.5%
North	103.1%	104.9%	103.9%	105.6%	105.2%
Sha Tin	102.4%	103.4%	102.8%	104.2%	104.5%
Sai Kung	102.0%	103.3%	102.5%	104.7%	104.1%
Tsuen Wan	102.1%	100.9%	102.0%	100.9%	102.1%
Total	103.7%	104.3%	104.3%	105.2%	105.7%

5.2.38 An overall increase in the pollutant emissions is predicted for the transport scenario with high cross boundary traffic. The most significant increases are observed at Yuen Long (Lok Ma Chow) and North District (Man Kam To) where the cross