District	Run 75/18 % vkt	Run 75/18 % NOx	Run 75/18 % VOC	Run 75/18 % RSP	
				Tailpipe	prd
North	103.3%	104.5%	103.9%	105.0%	105.5%
Sha Tin	102.5%	103.6%	102.9%	104.5%	104.6%
Sai Kung	101.8%	103.4%	102.3%	105.1%	103.8%
Tsuen Wan	103.7%	104.1%	104.5%	104.9%	105.9%
Total	**102.9%**	**103.6%**	**103.5%**	**104.3%**	**105.0%**

5.2.47 To identify the contribution by cross boundary traffic, a scenario is developed to test the contribution of cross boundary traffic alone. Table 5.2q shows the pollutant emissions in each district by cross boundary traffic.

Table 5.2q
Contribution by Cross Boundary Traffic

District	% vkt	% NOx	% VOC	% RSP	
				Tailpipe	prd
Central & Western	5%	9%	6%	14%	5%
Wan Chai	1%	1%	1%	1%	1%
Eastern	2%	1%	1%	1%	2%
Southern	1%	1%	1%	1%	1%
Yau Tsim Mong	1%	1%	1%	1%	1%
Sham Shui Po	2%	2%	2%	3%	2%
Kowloon City	1%	3%	2%	4%	2%
Kwun Tong	1%	2%	1%	3%	1%
Wong Tai Sin	3%	4%	3%	5%	3%
Kwai Tsing	6%	9%	7%	11%	6%
Tuen Mun	12%	18%	14%	22%	12%
Island	8%	11%	9%	13%	8%
Yuen Long	20%	37%	29%	45%	21%
Tai Po	5%	13%	8%	18%	5%
North	17%	35%	26%	43%	18%
Sha Tin	2%	6%	3%	8%	2%
Sai Kung	2%	5%	3%	8%	2%
Tsuen Wan	4%	6%	5%	9%	4%

5.2.48 The results given in Table 5.2p showed that when the cross boundary traffic is high, vkt and pollutant emissions showed increases in all districts (except for RSP (tailpipe) in Yau Tsim Mong). Increases are most evident in districts with a high percentage of cross boundary traffic (Tuen Mun, Yuen Long and North) as shown in Table 5.2q. These scenarios demonstrated that the variation of cross boundary traffic could have notable effect on air pollutant emissions both locally and territory-wide.

Recommended Transport Strategy

5.2.49 Various input variables are modified for sensitivity tests for the Recommended Transport Strategy for 2016. The variation in terms of their environmental