

Table 8.2d
Pollutant Emissions Reduction if Trolley Buses are Introduced.

District	% of vkt by Double Decker Buses replaced by Trolley Buses	Reduction in NO _x	Reduction in VOC	Reduction in RSP (Tailpipe)
Central & Western	70%	4%	2%	6%
Wan Chai	70%	9%	3%	13%
Eastern	30%	2%	1%	3%
Southern	0%	0%	0%	0%
Yau Tsim Mong	70%	10%	4%	13%
Sham Shui Po	30%	3%	1%	3%
Kowloon City	30%	2%	1%	3%
Kwun Tong	30%	3%	1%	4%
Wong Tai Sin	30%	2%	1%	3%
Kwai Tsing	30%	2%	1%	2%
Tuen Mun	0%	0%	0%	0%
Island	0%	0%	0%	0%
Yuen Long	0%	0%	0%	0%
Tai Po	0%	0%	0%	0%
North	0%	0%	0%	0%
Sha Tin	50%	4%	2%	6%
Sai Kung	0%	0%	0%	0%
Tsuen Wan	50%	7%	3%	7%
Overall		2%	1%	2%

In terms of environmental benefits, trolley buses are a viable option for tackling air pollution especially in pollution "hot-spots". However, the introduction of trolley buses has implications such as cost, provision of infrastructure, traffic management etc. The feasibility of trolley buses operating in Hong Kong also requires further study. For example, the peak period bus traffic volume is three times the maximum traffic volume faced by the existing trolley bus systems operating elsewhere in the world.

Modes of Transport - Freight Transport by Rail

Goods vehicles and private cars are the main contributors of pollutant emissions in the SAR (see Section 5.2.2). There are limitations on the effectiveness of current emission control technologies to reduce emissions, especially for heavy goods vehicles. A better alternative may be to replace the trips generated by heavy goods vehicles with a more environmentally friendly mode of transport, eg, rail. One of the transport scenarios tested the effectiveness of introducing rail as an alternative for heavy goods vehicles. The results indicated for a single port rail assessed that although the territory-wide reductions in pollutant emissions were relatively small, significant reductions were predicted in some districts where there are usually more journeys made by goods vehicles. However, it should be noted that there are