

level emissions. Emissions from major utilities have thus been excluded from this simulation. It must be stressed that the impact of utility stacks and the possible effects of increasing electricity generation would need to be assessed by comprehensive numerical modelling at a later stage.

Table 6.2 SUMMARY OF CONTRIBUTION OF NO₂ (ug/m³) FROM INDUSTRIAL AND TRAFFIC STRATEGIES

Air Control Zone	2001 (A)	2001 (B)	2006(A)	2006(B)	2011(A)	2011(B)
1. Harbour						
Industry	3.4	3.5	3.5	3.8	3.9	4.2
Traffic	34.7	34.9	33.9	35.7	36.1	38.7
Total	38.1	38.4	37.4	39.5	40.0	42.9
2. Tseung Kwan O						
Industry	1.0	1.0	1.1	1.3	1.2	1.5
Traffic	7.5	7.7	7.4	8.0	7.9	8.4
Total	8.8	8.7	8.5	9.3	9.1	9.9
3. Lantau						
Industry	1.4	1.5	1.6	1.6	1.7	2.2
Traffic	8.2	8.6	11.0	12.6	20.1	25.4
Total	9.6	10.1	12.6	14.2	21.8	27.6
4. Fanling/Shau Tau Kok						
Industry	0.4	0.4	0.4	0.5	0.5	0.7
Traffic	3.9	4.4	3.9	4.6	4.2	5.9
Total	4.3	4.8	4.3	5.1	4.7	6.6
5. Port Shelter						
Industry	0.6	0.6	0.6	0.6	0.6	0.6
Traffic	0.7	0.7	0.6	0.7	0.7	0.7
Total	1.3	1.3	1.2	1.3	1.3	1.3
6. South Hong Kong Island						
Industry	0.5	0.5	0.5	0.5	0.5	0.5
Traffic	4.1	4.3	4.0	4.4	4.2	4.3
Total	4.6	4.8	4.5	4.9	4.7	4.8
7. Tolo						
Industry	1.3	1.3	1.3	1.4	1.4	1.5
Traffic	10.3	10.8	9.9	10.7	10.0	10.0
Total	11.6	12.1	11.2	12.1	11.4	11.5
8. Tsuen Wan/ Kwai Chung						
Industry	2.6	2.7	2.7	2.8	2.9	3.0
Traffic	24.5	25.2	24.0	27.0	24.6	25.9
Total	27.1	27.9	26.7	29.8	27.5	28.9
9. Tuen Mun						
Industry	4.7	4.8	4.8	4.9	4.9	5.1
Traffic	26.8	28.9	32.1	39.5	37.3	50.0
Total	31.5	33.7	36.9	44.4	42.2	55.1
10. Yuen Long						
Industry	0.6	0.6	0.7	1.0	0.8	1.3
Traffic	10.9	11.8	10.1	11.1	10.4	13.6
Total	11.5	12.4	10.8	12.1	11.2	14.9

The data were calculated to three decimal places, however for simplicity the data presented above were rounded to 1 decimal place.