

- 7.5.18 Assuming an annualisation factor of 333, if the maximum diversion to rail took place the PRL/PRT would relieve the SAR roads of some 488 loaded truck loads per day in 2016; say 635 assuming about 30% empties. This is equivalent to less than 1% of forecast 2016 Cross Boundary traffic.
- 7.5.19 Applying similar assumptions to the Low and High forecasts gives a range of 398 to 960 truck loads per day as shown in Table 7.3.

Table 7.3 Reduction in Truck Movements Resulting from Maximum Diversion from Road to Rail

Scenario	TEUs	Truck Loads	Truck Loads	Trucks incl. empties
	Annual	Annual	Daily	Daily
High	369,000	246,000	739	960 ✓
Central	244,000	162,667	488	635
Low	153,000	102,000	306	398

- 7.5.20 Conversely as noted above there is the potential that a large proportion of this traffic may not use Hong Kong port and/or road haulage if the PRL/PRT were not implemented. In this case there would be no benefit on the strategic roads in the SAR.

Movements from PRT to KCCP Terminals

- 7.5.21 The decrease in Cross Boundary traffic will be, in part, offset by the additional domestic truck loads from the PRT to the container port berths. All rail cargo passing through the PRT - whether South China or Other China, 'New Traffic or Old Traffic Options' - will be transported by truck from the PRT to the container port berths.
- 7.5.22 Under the RDS-2 Central forecasts, the total volume passing through the PRT is 799,000 TEUs in 2016. Assuming that cargo is moved between the PRT and the container port berths by trucks carrying 1.5 TEU on average, this implies that the PRL/PRT proposals will lead to an increased use of Hong Kong's domestic road network between the PRT and the container port berths of approximately 533,000 truck loads per annum. Assuming an annualisation factor of 333, the annual figures for 2016 give a daily traffic flow of 1,600 with no empty running, and 1,920 assuming 20% empty running. As this traffic will be confined to the Port area, there is the potential for other more environmentally acceptable forms of container transport to be considered at the later design stages (e.g. electric trolley /conveyance system) to move containers between the PRT and KCCP.