

**Table 8.3 Annual Reduction in Vehicle Kilometres for the Expanded Network (2016 millions)**

	Expanded Network					
	Regional (ADM)	Urban - MTR (ADM)	Urban - KCR (ADM)	Regional (VIP)	Urban - MTR (VIP)	Urban - KCR (VIP)
Mini-bus	17.4	18.9	16.3	16.8	19.5	16.6
Bus	74.8	64.9	72.2	79.6	66.3	78.9
Car	104.0	94.5	99.7	108.7	96.7	107.6
Taxi	40.4	36.8	38.8	42.3	37.6	41.9
<b>Total</b>	<b>236.7</b>	<b>215.1</b>	<b>226.9</b>	<b>247.5</b>	<b>220.2</b>	<b>245.0</b>

Reductions in Air Pollutants

- 8.2.13 Using the vehicle kilometres reduction data presented in Tables 8.2 and 8.3 above, the reduction in quantities of air pollutants that could be potentially 'saved' from the implementation of the rail development options were calculated using the data on quantities of air pollutant emissions produced per vehicle kilometre travelled.
- 8.2.14 The potential 'savings' are presented below in Table 8.4 and 8.5 for the Component Schemes and expanded networks respectively.

**Table 8.4 Potential Emissions 'Savings' for the Component Schemes (tonnes per year in 2016)**

	Component Schemes					
	Regional (ADM)	Urban - MTR (ADM)	Urban - KCR (ADM)	Regional (VIP)	Urban - MTR (VIP)	Urban - KCR (VIP)
<b>NOx</b>						
Mini-bus	8	10	6	7	11	7
Bus	387	320	369	420	329	415
Car	50	43	47	53	45	52
Taxi	20	17	19	21	18	21
<b>Total</b>	<b>465</b>	<b>390</b>	<b>441</b>	<b>501</b>	<b>403</b>	<b>495</b>
<b>RSP</b>						
Mini-bus	1	1	1	1	1	1
Bus	39	32	37	43	33	42
Car	2	2	2	2	2	2
Taxi	0	0	0	0	0	0
<b>Total</b>	<b>42</b>	<b>35</b>	<b>40</b>	<b>46</b>	<b>36</b>	<b>45</b>
<b>CO<sub>2</sub> ('000)</b>						
Mini-bus	2	3	2	2	3	2
Bus	92	76	88	100	78	99
Car	21	18	20	22	19	22
Taxi	8	7	7	8	7	8
<b>Total</b>	<b>123</b>	<b>104</b>	<b>116</b>	<b>132</b>	<b>107</b>	<b>130</b>