

Table 8.5 Potential Emissions 'Savings' for the Expanded Network (tonnes per year in 2016)

	Expanded Network					
	Regional (ADM)	Urban - MTR (ADM)	Urban - KCR (ADM)	Regional (VIP)	Urban - MTR (VIP)	Urban - KCR (VIP)
NO_x						
Mini-bus	27	29	25	26	30	26
Bus	509	442	491	542	451	536
Car	74	67	71	77	69	76
Taxi	30	27	28	31	27	31
Total	639	565	615	676	577	669
RSP						
Mini-bus	2	2	2	2	2	2
Bus	52	45	50	55	46	54
Car	3	3	3	3	3	3
Taxi	0	0	0	0	0	0
Total	57	50	55	61	51	60
CO₂ ('000)						
Mini-bus	8	8	7	8	9	7
Bus	121	105	117	129	107	127
Car	31	28	30	33	29	32
Taxi	11	10	11	12	11	12
Total	171	152	165	181	155	179

- 8.2.15 Due to the greater number of schemes in the expanded network, they offered higher potential emissions savings due to their ability to capture a greater number of passengers and thereby have a greater influence in reducing annual bus vehicle kilometres. For the Component Schemes, the total emissions savings for NO_x ranged from 390 tonnes/annum for the urban MTR option via ADM to 501 tonnes/annum for the regional option via Victoria Park, whereas the savings for the expanded networks ranged from 565 to 669 tonnes/annum. For RSP, the Component Schemes offered savings from 35 tonnes/annum for the urban MTR option via ADM to 46 tonnes/annum for the regional option via Victoria Park, whereas for the expanded networks, the savings for the same options ranged from 50 and 61 tonnes/annum respectively. Total CO₂ emissions savings of between 104,000 and 132,000 tonnes/annum were predicted for the Component Schemes, whereas again, the expanded networks offered higher potential savings of between 152,000 and 181,000 tonnes/annum.
- 8.2.16 With regard to the expanded networks, the greatest potential NO_x saving is 676 tonnes/annum resulting from implementation of the Regional option via VIP/HKP. To give an impression of this saving, this quantity of NO_x is roughly equivalent to that emitted by 1,361 heavy goods lorries idling 24 hours a day for one year. This number of lorries would form a line 24 km long, roughly equivalent to two continuous lanes of lorries along the north shore of Hong Kong Island from Kennedy Town to Shaukeiwan.
- 8.2.17 The assessment once again reiterates the notion that for new railway proposals, demand-led network developments, which capture high patronage's and thereby encourage a shift from road based transportation and a consequential reduction in bus kilometres, may also result in an environmentally preferred development option.