

Attachment 1

Extract of Revised Environmental Assessment

2. TRAFFIC NOISE IMPACT ASSESSMENT

2.1 Introduction

- 2.1.1 This road traffic noise impact assessment is prepared to address potential road traffic noise impact on the noise sensitive uses of the Proposed Development and to recommend mitigation measures where practicable to attenuate the impact.
- 2.1.2 The Proposed Development consists of residential, retail, and other ancillary facilities such as clubhouse, transformer room and E&M rooms. The residential dwelling is noise sensitive in nature and will rely on opened window for ventilation purpose. All other uses are either non-noise sensitive in nature or do not rely on opened window for ventilation purpose.

2.2 Assessment Criteria

- 2.2.1 Noise standards are recommended in the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against noise impact from sources such as road traffic, railway and aircraft.
- 2.2.2 Under the HKPSG, the criterion for road traffic noise impact for dwellings, is $L_{10(1\text{-hour})}$ 70 dB(A). The criteria apply to habitable rooms which rely on openable windows for ventilation.

2.3 Assessment Methodology

- 2.3.1 In this assessment, the potential noise impact arising from nearby carriageways on the Proposed Development has been assessed based on the proposed master layout plan (MLP).
- 2.3.2 It involved the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows along road carriageways situated within or in the vicinity of the Application Site. Calculation of predicted road traffic noise were based on the worst case peak hour traffic flows projected within a 15-year period from the target completion and occupation date (Year 2030) of the proposed development.
- 2.3.3 For worst-case scenario evaluation, the assessment year was chosen to be year 2045, which has the maximum forecasted traffic flow within the 15-year period. The year 2045 traffic forecast data is prepared by project traffic consultant and attached in **Appendix 2-1. Endorsement of the traffic forecast from Transport Department (TD) is also included in Appendix 2-1.**
- 2.3.4 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" (CRTN) was used to predict the hourly $L_{10(1\text{-hour})}$ noise levels generated from road traffic at NSRs. Practicable environmental mitigation measures have been recommended, where necessary. The predicted noise levels were compared with the relevant HKPSG noise standards.
- 2.3.5 The road surfacing type of all carriageways within 300m assessment area of the Application Site is assumed impervious. Speed limit of 50 km/hr is assumed for all roads generally, except Canal Road Flyover and Wong Nai Chung Gap Flyover (70 km/hr).
- ### 2.4 Noise Sensitive Receivers
- 2.4.1 A number of Noise Sensitive Receivers (NSRs), which are likely to be subject to worst road traffic noise impact of the corresponding habitable rooms, were selected for the assessment. All assessment points were taken at 1.2 m above the floor and 1 m away from the façade of openable windows of rooms of sensitive use (living room, bedroom).

Air Pollution Control (Fuel Restriction) Regulations

- 4.2.2 The Air Pollution Control (Fuel Restriction) Regulations were enacted in 1990 and amended in 2008 to restrict the types of fuel for use and their sulphur contents in commercial and industrial processes to reduce sulphur dioxide (SO₂) emissions. In November 2024, the Regulations were amended to further tighten the control requirements of liquid fuels and remove the restrictions on the use of liquid and solid fuel in Sha Tin Fuel Restriction Area. Gaseous fuel, conventional solid fuel with a sulphur content not exceeding 1% by weight or liquid fuel with a sulphur content not exceeding 0.001% by weight and a viscosity not more than 6 centistokes at 40°C, such as Ultra Low Sulphur Diesel (ULSD), are permitted to be used. The Regulations do not apply to any fuel-using equipment that is used or operated in premises solely as a dwelling or is used or operated in or on a vessel, motor vehicle, railway locomotive or aircraft.

Air Pollution Control (Construction Dust) Regulation

- 4.2.3 Notifiable and regulatory works are under the control of Air Pollution Control (Construction Dust) Regulation. Notifiable works include site formation, reclamation, demolition, foundation and superstructure construction for buildings and road construction. Regulatory works include building renovation, road opening and resurfacing, slope stabilisation, and other activities including stockpiling, dusty material handling, excavation, concrete production, etc. The Project is expected to include notifiable works (site formation, demolition, foundation and superstructure construction for buildings) and regulatory works (dusty material handling and excavation). Contractors and site agents are required to inform EPD and adopt dust reduction measures to minimize dust emissions, while carrying out construction works to the acceptable level.

Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

- 4.2.4 The Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation comes into operation on 1 June 2015. Under the Regulation, Non-road mobile machinery (NRMMs), except those exempted, are required to comply with the prescribed emission standards. From 1 September 2015, all regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by EPD. Starting from 1 December 2015, only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites. The Contractor is required to ensure the adopted machines or non-road vehicle under the Project could meet the prescribed emission standards and requirement.

Hong Kong Planning Standards and Guidelines

- 4.2.5 Section 3 and Table 1.3 in Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG) present the principal framework for planning against air pollution and a summary of common pollution sources, which includes industrial processes, motor vehicles, construction and reclamation sites, odour sources, dusty uses, etc. A minimum buffer distance of 200m from nearby sensitive uses is recommended for odour sources, while other recommended buffer distances are reproduced in **Table 4-2** and **Table 4-3**. As more than half of the Application Site falls within the 20m buffer distance from Canal Road Flyover (expressway), compliance with the HKPSG recommended minimum buffer distance cannot be achieved. Thus, quantitative cumulative AQIA is required to evaluate the potential air quality impacts.

Table 4-2 HKPSG's Recommended Minimum Buffer Distance from Roads

Type of Road	Buffer Distance	Permitted Uses
Trunk Road (including expressway) and Primary Distributor	> 20 m	Active and passive recreation uses
	3 – 20 m	Passive recreational uses
	< 3 m	Amenity areas
District Distributor	> 10 m	Active and passive recreational uses
	< 10 m	Passive recreational uses
Local Distributor	> 5 m	Active and passive recreational uses
	< 5 m	Passive recreational uses
Under Flyovers	-	Passive recreational uses

Table 4-3 HKPSG's Recommended Minimum Buffer Distance from Industrial Chimneys

Difference in Height between Industrial Chimney Exit and the Site	Buffer Distance	Permitted Uses
< 20 m	> 200 m	Active and passive recreation uses
	5 – 200 m	Passive recreational uses
20 m – 30 m	> 100 m	Active and passive recreational uses
	5 – 100 m	Passive recreational uses
30 m – 40 m	> 50 m	Active and passive recreational uses
	5 – 50 m	Passive recreational uses
> 40 m	> 10 m	Active & Passive recreational uses

Existing Air Quality

- 4.2.6 The nearest general air quality monitoring station (AQMS) to the Application Site is the Central/Western AQMS. The five most recent years of air quality monitoring data, 2021 to 2025, from this station are summarized in **Table 4-4**. According to the AQMS monitoring data presented in **Table 4-4**, exceedance in annual average of FSP concentration are recorded in 2021, while exceedances in 8-hour average and peak season O₃ concentration recorded in 2022.
- 4.2.7 The future background air quality data was extracted from the Pollutants in the Atmosphere and their Transport over Hong Kong model version 3.0 (PATH v3.0) released by EPD in January 2024.
- 4.2.8 As the tentative year of completion of the Proposed Development is 2030, the year of 2030 at Level 1 hourly background concentrations of NO₂, RSP and FSP in Grids (40,29), (41,29) (40,28) and (41,28) have been adopted for the purpose of this assessment and summarized in **Table 4-4**.

Table 4-4 EPD Air Quality Monitoring Data in Central/Western AQMS and Latest Version of PATH v3.0 (Grid 41,29) (Year 2030) (Level: L1)

Pollutant	Averaging time	Parameter	AQO ^[1] ($\mu\text{g}/\text{m}^3$)	Concentration ^[2] ($\mu\text{g}/\text{m}^3$)								
				2021	2022	2023	2024	2025	PATH v3.0 in Year 2030 (40,29, L1)	PATH v3.0 in Year 2030 (41,29, L1)	PATH v3.0 in Year 2030 (40,28, L1)	PATH v3.0 in Year 2030 (41,28, L1)
RSP (PM ₁₀)	24-hour	10 th highest	75	65	52	53	62	60	53	53	52	51
	Annual	Maximum	30	26	22	22	24	24	21	20	20	19
FSP (PM _{2.5})	24-hour	19 ^h highest	37.5	34	33	29	35	30	31	31	31	30
	Annual	Maximum	15	16	14	14	14	13	13	13	12	12
NO ₂	1-hour	19 th highest	200	149	142	142	130	150	86	85	69	69
	24-hour	10 th highest	120	75	62	62	63	73	36	35	28	28
	Annual	Maximum	40	33	30	32	32	31	19	17	14	13
SO ₂	10-minute	4 th highest	500	51	62	36	22	64	19	22	21	22
	24-hour	4 th highest	40	10	7	7	7	9	6	7	7	7
O ₃	8-hour	10 th highest	160	155	197	153	157	153	169	170	168	171
	Peak Season	Maximum	100	92	101	90	100	95	116	116	116	118
CO	1-hour	Maximum	30,000	-	-	-	-	-	572	582	546	547
	8-hour	Maximum	10,000	-	-	-	-	-	520	512	504	500
	24-hour	Maximum	4000	-	-	-	-	-	497	492	486	483

Note:

[1] Air Quality Objectives enacted on 11 April 2025.

[2] Bolded and underlined values exceed the relevant AQO.

[3] CO concentration from **2021-2025** is not available at Central/ Western AQMS.

4.3 Construction Phase Air Quality Impact Assessment

Identification of Potential Construction Air Quality Impacts

- 4.3.1 The major air quality impact of concern during the construction phase will be the potential fugitive dust and gaseous emission. The Project is at the early planning stage, the construction works of the proposed development will be commenced in Year 2027. The major air quality impacts during the construction phase of the Proposed Development are expected to arise from construction activities such as foundation works and superstructure construction.
- 4.3.2 There will be also potential impacts from the criteria pollutants (e.g. nitrogen oxides (NO_x), sulphur dioxide (SO₂), and carbon monoxide (CO)) during construction phase. Emission from diesel trucks for the haulage of materials and construction plants will contain high percentage of smoke particulate and unburned hydrocarbons in comparison with petrol driven vehicles. The Application Site is of ~0.028 ha and currently vacant so that development scale is very low and no demolition of existing structures is required. There is no basement proposed so that deep excavation is not necessary. Therefore, it is estimated that a maximum number of 1 dump truck per hour will be required due to limited generation of C&D materials. The Development Site is located at urban area. It is not practical to plan a travelling route which will be away from ASRs. However, due to limited number of dump trucks, the air quality impact arisen from the gaseous emissions of dump trucks to nearby ASRs would not be considered as significant. The anticipated number of construction plants that result from the construction works will not be excessive due to the site constraint of the site area. Therefore, significant impact on the existing air quality is not envisaged. Under

Land Use Implications on Albedo Value, Bowen Ratio and Surface Roughness

- 4.4.18 Landuse types surrounding the Application Site, the albedo, Bowen ratio for the 10km x 10 km area, surface roughness for the 1km area, and the Surface File and Profile File to be used as input in AERMOD are downloaded and extracted from the AERMET tool in the SAMP v2.1. The relevant information is provided in **Appendix 4-1**.

Source Description and Emission Inventory

- 4.4.19 Emissions from chimneys, marine vessels, portals, open roads, BT and PLBT were assessed. **Table 4-7** shows a summary of the sources and the associated air pollutants of concern.

Table 4-7 Summary of Emission Sources

Sources	NO _x	RSP	FSP
(i) Chimney ^[1]	X	X	X
(ii) Marine Vessels ^[1]	X	X	X
(iii) Portals ^[1]	X	X	X
(iv) Open Roads	✓	✓	✓
(v) BT, PLBT & On-street Parking Sites	✓	✓	✓

Note:

[1] No active chimneys, marine vessels and portals identified within 500m Assessment Area from the Application Site

*(i) Chimney Emissions**Sources within 500m Assessment Area*

- 4.4.20 As mentioned in **Section 4.4.5** and **Section 4.4.12**, it was confirmed that there was no active chimney identified within 500m Assessment Area from the Application Site.

*(ii) Marine Vessels Emissions**Sources within 500m Assessment Area*

- 4.4.21 As mentioned in **Section 4.4.5** and **Section 4.4.13**, it was confirmed that there was no active chimney identified within 500m Assessment Area from the Application Site.

(iii) Portal Emissions

- 4.4.22 Based on a desktop study, no portal within the 500m Assessment Area have been identified.

(iv) Open Roads Emissions

- 4.4.23 Vehicular emissions from open roads within the 500m Assessment Area would be considered in the assessment. The traffic forecast data including the 24-hour traffic flows and vehicle compositions provided by the Project Traffic Consultant, CKM Asia Limited, would be adopted in the assessment. **Endorsement of the traffic forecast from Transport Department (TD) is included in Appendix 4-2.**

- 4.4.24 All existing roads within the 500m Assessment Area would be identified and included for the vehicular emissions. The assessment year for air pollution impacts shall be calculated based on the highest emission strength within the next 15 years upon completion year of the Proposed Development. Traffic forecast for the identified roads for 3 design years, including 2030 (i.e. commencement of Proposed Development), 2038 (i.e. eight years after commencement), and 2045 (i.e. fifteen years after commencement) would be produced. The traffic forecast data for each design year to be provided include a breakdown of hourly traffic flows for 18 vehicle types (as per the

EMFAC-HK model v4.3) and the hourly traffic speed for 24 hours for each of the identified roads. The traffic forecast projection has been submitted to TD for endorsement by the Project Traffic Consultant. **Endorsement of the traffic forecast from TD is included in Appendix 4-2.**

- 4.4.25 Air pollutant concentration at the Proposed Development due to the emission from the nearby road networks (vehicular tailpipe emissions) was assessed. The emission factor of each road within 500m Assessment Area from the Application Site was calculated with the latest EMFAC-HK issued by EPD.

(v) *Emissions of Bus Terminus/ Public Light Bus Terminus / On-street Parking Spaces*

- 4.4.26 As mentioned in **Section 4.4.5**, two Bus Termini (BT), nine Public Light Bus Termini (PLBT) and three on-street parking spaces of goods vehicles/ buses/ coaches are found within 500m Assessment Area from the Application Site, including Yee Wo Street Bus Terminus, Broadwood Road (Wong Nai Chung Road) Bus Terminus, Jaffe Road PLB Terminus (Near Siu On Plaza), Jaffe Road PLB Terminus (Near 500 Jaffe Road), Lockhart Road PLB Terminus, Jardine's Bazaar PLB Terminus (Near Capitol Centre), Jardine's Bazaar PLB Terminus (Near Tang Lung Chau Market), Lan Fond Road PLB Terminus (Near Lee Garden One), Lan Fond Road PLB Terminus (Near Lan Fong Road No. 2-16), Lee Garden Road PLB Terminus, Sun Wui Road PLB Terminus, parking of buses/ coaches near Gloucester Road, goods vehicles near Lockhart Road and goods vehicles/ buses/ coaches near Oi Kwan Road, as shown in **Figure 4.3**. Those vehicular emissions would have the potential to cause air quality impacts to the Application Site during the operational phase.
- 4.4.27 All of the identified termini are lay-by type and their scale are small which serve for few bus/ PLB routes only. Considering the small scale and considerable far distance from the Application Site, broad-brush approach has been adopted for applying starting emission on the relevant roads in order to assessing the air quality impact. With this approach, the air quality impact assessed is considered not underestimated. Details of identified bus and PLB terminus are summarised in **Table 4-8**.

Table 4-8 Identified BT and PLBT within 500m Assessment Area

Name	Type	Served Route(s) (Bus/PLB)	Horizontal Distance to Application Site (m)
Yee Wo Street Bus Terminus	Bus (lay-by)	5B (*Overnight services only)	470
Broadwood Road (Wong Nai Chung Road) Bus Terminus	Bus (lay-by)	1P (*Special departures from 07:20 to 08:48 on weekdays only)	350
Jaffe Road PLB Terminus (Near Siu On Plaza)	PLB (lay-by)	10, 31, 10P, N31	410
Jaffe Road PLB Terminus (Near 500 Jaffe Road)	PLB (lay-by)	5	460
Lockhart Road PLB Terminus	PLB (lay-by)	69X	420
Jardine's Bazaar PLB Terminus (Near Capitol Centre)	PLB (lay-by)	40, N40, 40X	430
Jardine's Bazaar PLB Terminus (Near Tang Lung Chau Market)	PLB (lay-by)	36X	470

Traffic Data

- 4.4.33 Three sets of traffic data predicted by the Project Traffic Consultant, include hourly traffic flows with a composition of 18 vehicle classes according to "Guideline on Modelling Vehicle Emissions" as shown in **Table 4-9**. Traffic forecast of Year 2030, 2038 and 2045 based on the traffic count are included in **Appendix 4-2**, which shows the number of trips travelled, as well as the speed limits and the hourly average speed (kph) of road carriageways respectively and are used in the assessment.

Table 4-9 EMFAC-HK Vehicle Classes

Vehicle Class Description	Fuel Type	Gross Vehicle Weight (tonnes)	Symbol 1 (in csv output file)	Symbol 2 (in bcd output file & traffic data)
Private Cars (PC)	ALL	ALL	PC	PC
Taxi	ALL	ALL	Taxi	Taxi
Light Goods Vehicles (<=2.5t)	ALL	<=2.5t	LGV<=2.5t	LGV3
Light Goods Vehicles (2.5-3.5t)	ALL	>2.5-3.5t	LGV2.5-3.5t	LGV4
Light Goods Vehicles (3.5-5.5t)	ALL	>3.5-5.5t	LGV>3.5t	LGV6
Medium & Heavy Goods Vehicles (5.5-15t)	ALL	>5.5-15t	HGV<=15t	HGV7
Medium & Heavy Goods Vehicles (15-24t)	ALL	>15-24t	HGV15-24t	HGV8
Public Light Buses	ALL	ALL	PLB	PLB
Private Light Buses (<=3.5t)	ALL	<=3.5t	PrLB<=3.5t	PV4
Private Light Buses (>3.5t)	ALL	>3.5t	PrLB>3.5t	PV5
Non-franchised Buses (<6.4t)	ALL	<=6.36t	NFB<=6.4t	NFB6
Non-franchised Buses (6.4-15t)	ALL	>6.36-15t	NFB6.4-15t	NFB7
Non-franchised Buses (15-24t)	ALL	>15-24t	NFB15-24t	NFB8
Single Deck Franchised Buses	ALL	ALL	FBSD	FBSD
Double Deck Franchised Buses	ALL	ALL	FBDD	FBDD
Motor Cycles	ALL	ALL	MC	MC
Heavy Goods Vehicles (>24t)	ALL	>24t	HGV>24t	HGV9
Non-franchised Buses (>24t)	ALL	>24t	NFB>24t	NFB9

- 4.4.34 The estimated 18-class distribution as defined in EMFAC-HK was derived by sectoring the relevant classes in the Transport Department's Annual Traffic Census record or vehicle distribution obtained from manual traffic count surveys, in proportion to the recorded distribution in EPD document: "2018 Vehicle Licensed Number by Age and Technology Group Fractions".
- 4.4.35 The established road traffic data, including traffic flow, 24-hour vehicle mix and 24-hour average speed was provided by the Project Traffic Consultant. **Endorsement of the traffic forecast from TD is included in Appendix 4-2.** It should be noted that the traffic forecasts for the assessment have been produced strictly in accordance with the methodology of the traffic forecast.

*EMFAC-HK Input Parameters**Calendar Year*

- 4.4.36 In order to determine the highest emission scenario and the worst assessment year, EMFAC-HK model runs have been carried out with emission factors and the predicted

traffic forecast for 2030 (i.e. completion year of the Proposed Development), 2038 (i.e. eight years after completion year), and 2045 (i.e. fifteen years after completion year).

Season or Month

- 4.4.37 Per the EPD's Guideline, "Annual" is selected in this study to evaluate the highest vehicle emission within the Model Year.

Mode and Output

- 4.4.38 EMFAC-HK Model is run in Emfac mode for calculating area fleet average emissions.

Temperature and Humidity

- 4.4.39 In accordance with a *Guideline of Use of Temperature and Relative Humidity Data for Vehicular Emission Factor Prediction* published by EPD in March 2021, the daily profile of lowest temperature and relative humidity data in each hour for each month available at SAMP v2.1 was applied for the calculation of emissions from open roads and portal for both short-term (i.e. hourly or daily average) and long-term (i.e. annual average) air quality impact. Since the 500m Assessment Area mainly covered 4 different grids (Grid (40, 28), Grid (40, 29), Grid (41, 28) and Grid (41, 29)), the minimum quarterly temperatures and relative humidities among these covered PATH grids were applied for the calculation of open road emissions for both short-term and long-term air quality impact.

Speeds

- 4.4.40 The average speed data provided by the Project Traffic Consultant for every hour of each road would be used for the subsequent calculation. As mentioned in **Section 4.4.35**, endorsement of the traffic forecast from TD is included in **Appendix 4-2**.

Exhaust / Evaporation Technology Fractions

- 4.4.41 Vehicle classes are grouped with different exhaust and evaporation technology group indexes and technology fractions. Each technology group represents a distinct emission control technology. Default exhaust and evaporation technology fractions are adopted in this assessment.

Population and Accrual Rate

- 4.4.42 Default vehicle populations forecast and accrual rate in EMFAC-HK Model is adopted.

Trips and VKT

- 4.4.43 Default trips and VKT for HK total are adopted. Detailed emission rates were generated with respect to the combination of temperature, RH and speed for running exhaust emission, and combination of temperature and duration of idling time for start emission.

Calculation of Vehicular Emission Factors by EMFAC-HK Model Output

Running Exhaust Emission Factor

- 4.4.44 Running exhaust fleet average emission factor (g/km) for NO₂, NO, RSP and FSP arising from all combinations of lowest hourly temperature and RH (see **Section 4.4.39**) with respect to each combination of speed and vehicle class have been adopted.
- 4.4.45 For each road, hourly composite running exhaust emission factor (NO₂/NO/RSP/FSP) will be determined by:

Hourly composite running exhaust emission factor (NO₂/NO/RSP/FSP) (g/veh-km)

$$= \sum [\text{hourly running exhaust fleet average emission factor for each vehicle class} \times \% \text{ composition of corresponding vehicle class}]$$

Included in Appendix 2-1

By Fax


本署檔案 Our Ref. : (0116E) in 050-060-543-HR-327-001
來函檔號 Your Ref. : J7471/3
電 話 Tel. : 2829 5425
圖文傳真 Fax : 2824 0399
電 郵 Email :

09 July, 2026

CKM Asia Limited

Dear Sir/Madam,

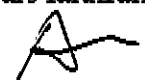
**Proposed Flat with Shop and Services / Eating Place in "Commercial" one on
draft Wan Chai Outline zoning Plan no. S/H5/32 at 42-44 Yiu Wa Street and 28-29
Canal Road East, Causeway Bay, Hong Kong (TPB No. A/H5/423)**

Traffic Forecast for Environmental Assessment Studies – RtC 3

I refer to your RtC via email dated 8 July 2026 regarding the revised technical note (June 2026 ver.) and have no further comment from traffic engineering point of view on the methodology of the traffic forecast for environmental assessment studies.

Please be reminded that TD would only provide traffic engineering related comments on the methodology of traffic forecast for Environmental Assessment Studies and the applicant shall always verify the data and ensure its accuracy.

Yours faithfully,


(CHAN Quan-wai)
for Commissioner for Transport

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Included in Appendix 4-2

By Fax



本署檔案 Our Ref. : (0116E) in 050-060-543-HR-327-001
來函檔號 Your Ref. : J7471/3
電話 Tel. : 2829 5425
圖文傳真 Fax : 2824 0399
電郵 Email :

09 July, 2026

CKM Asia Limited

Dear Sir/Madam,

**Proposed Flat with Shop and Services / Eating Place in "Commercial" one on
draft Wan Chai Outline zoning Plan no. S/H5/32 at 42-44 Yiu Wa Street and 28-29
Canal Road East, Causeway Bay, Hong Kong (TPB No. A/H5/423)**

Traffic Forecast for Environmental Assessment Studies – RtC 3

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Please be reminded that TD would only provide traffic engineering related comments on the methodology of traffic forecast for Environmental Assessment Studies and the applicant shall always verify the data and ensure its accuracy.

Yours faithfully,


(CHAN Quan-wai)
for Commissioner for Transport

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