PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
133 HOI BUN ROAD, KWUN TONG
KOWLOON, HONG KONG
九龍觀塘海濱道133號
萬兆豐中心16樓K室
電話TEL (852) 3426 8451
傳真FAX (852) 3426 9737
電郵EMAIL kta@ktaplanning.com

Our Ref: S3140/VD/24/007Lg

23 January 2026

By Email and by Hand

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong

Dear Sir/Madam,

Proposed 'Flat' (In-situ Conversion) in "Commercial (7) Zone,
No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon
(Kowloon Inland Lot No. 9844 (part))
(Planning Application No. A/K1/273)
Further Information No. 1

Reference is made to the captioned S16 Planning Application which is deferred by the Town Planning Board ("TPB") at its meeting on 9 January 2025 and the comments received from Tsuen Wan and West Kowloon District Planning Office between 2 December 2025 and 14 January 2026.

To address the departmental comments received, further information ("FI") has been prepared. This FI consists of:

Responses-to-Comments Table
Annex A – Updated Traffic Impact Assessment
Annex B – Updated Air Quality Impact Assessment
Annex C – Updated Environmental Assessment
Annex D – Comparison of Existing and Proposed Layouts
Annex E – Updated Landscape Proposal
Annex F – Registered Carpark Layout

We would like to reiterate that under the planning regime on the basis of Planning Department's "Practice Note for Professional Persons No. 3/2005", service apartment developed as part of and/or operated within a hotel establishment (i.e. hotel-like service apartment) is considered as 'Hotel', while residential flat with central services/management (i.e. apartment-like service apartment) is also subsumed under 'Flat' according to Town Planning Board's Definition of Terms, alongside conventional residential flats. Currently, the Rosewood Residences within Victoria Dockside, located on lot KIL9844, already provide high-quality services typical of hotel-like service apartments. To enhance accommodation diversity for long-term residents, the Applicant proposes a "Flat" use that aims to provide greater flexibility in layouts and settings that align more closely with conventional residential flats while ensuring that there are no adverse environmental impacts, such as noise or air quality concerns.

It should be noted that modifications to the layout or certain fixtures/fittings in a hotel establishment may require prior approval from the Licensing Authority under the Hotel and Guesthouse Accommodation Ordinance. Moreover, the necessity to also accommodate transient guests complicates room configurations and operational management. Thus,

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converting hotel-like serviced apartments - designed primarily for shorter stays - into "Flat" units will allow for enhanced flexibility in unit sizes, configurations and amenities, such as in-room kitchens, specifically designed for long-term accommodation. The diversity in flat sizes would also be enhanced through the proposed A&A works, offering more desirable flat sizes with ample living space aimed particularly at the high-end long-term stay market segment.

Importantly, integrating "Flat" use within the "C(7)" zone will enrich long-term residential options in an area already characterised by diverse uses, such as commercial, office, hotel and serviced apartment within the same zoning. This conversion will target the high-end market segment in the heart of Hong Kong, attracting discerning individuals, family offices, and business leaders. Consequently, this influx of stable residents will help rejuvenate the vibrant community year-round, contributing to a lively, mixed-use waterfront and aligning with the ongoing planning of the Hung Hom Waterfront development.

Should you have any queries in relation to the above and attached, please do not hesitate to contact the undersigned at [redacted] or Ms Pauline Lam at [redacted].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD

Kitty Wong

Encl. Responses-to-comments Table with Annexes A to F (4 hardcopies)

cc. TWKDPO – Mr George Choi (by Email)
Applicant and Team

KT/KW/vy

Proposed Conversion of Existing Hotel for Flat Use
at Kowloon Inland Lot No. 9844 (Part),
18 Salisbury Road, Tsim Sha Tsui, Kowloon
(Planning Application No. A/K1/273)

Comments	Responses
Comments from the Culture, Sports and Tourism Bureau (received on 2 December 2025) **(Contact: Ms Joey CHAN; Tel.: 3655 5479)**	
(i) From CSTB's policy perspective, we welcome the private sector's contribution in the development of arts and culture, and we are also happy to see arts and cultural offerings in the community to cultivate a vibrant atmosphere; (ii) We note there are ample arguments in the proposal arguing that living in prime city location with proximity to major cultural hubs and tourist attractions can better anchor Hong Kong's arts and culture ecosystem, but we do not see concrete support on how residential flats would be preferred over hotels with long-stay options in a Central Business Area to foster arts and cultural development; and (iii) While we appreciate that the Victoria Dockside has been infused with a strong arts and culture theme, we cannot see how it would be further enhanced under the current proposal. We suggest the proposal be assessed from other policy angles.	Noted. While, as pointed out by your office, some arguments on anchoring Hong Kong's arts and culture ecosystem are covered in the Planning Statement and Qualitative Insights on Conversion for Residential Use at Victoria Dockside in the application, we have taken note of CSTB's comments that the proposal could be assessed more from other policy angles, including planning perspectives. Some points in these perspectives have also been addressed in the Planning Statement.
Comments from the Financial Secretary's Office (received on 2 December 2025) **(Contact Person: Mr Arnold CHONG; Tel.: 2810 3644)**	
Our office's previous views on the applicant's proposal remain valid: (i) The applicant contends that the proposed conversion would anchor an arts and culture ecosystem, attract long-term investment from high-quality investors with an affinity for the arts, and thereby enhance Hong Kong's soft power. Besides, it is argued that repurposing the site could foster a permanent sense of ownership and belonging within the community.	Noted. While, as acknowledged by your office, some intangible benefits of the proposal are covered in the Planning Statement and Qualitative Insights on Conversion for Residential Use at Victoria Dockside in the application, we have taken note of FSO's comments that the proposal could be assessed more from other perspectives, including planning. Some points in these perspectives have also been covered in the Planning Statement.

Comments	Responses
While we acknowledge the possibility of such intangible benefits arising from the proposal, the direct linkage between these outcomes and the conversion of serviced apartments into residential units is unclear. The report does not provide quantitative evidence to substantiate the extent to which the proposed 200+ units would address any unmet demand for permanent arts-integrated residences among high-net-worth individuals; and (ii) From an economic perspective, the evidence provided in the report does not sufficiently demonstrate that the conversion would generate additional socio-economic benefits beyond those already achieved under the existing service apartment model. Given this, we believe the proposal may be more appropriately evaluated from a planning perspective rather than an economic one.	
Comments from the Transport Department (received on 2 December 2025) (Contact Person: Mr Sunny KWAN; Tel.: 2399 2511)	
Specific Comments on the Traffic Impact Assessment (i) General – Please provide the response to our previous comments on the pre-submission;	*(The updated TIA is included at **Annex A** of this FI Submission).* The RtoC table for the previous comments on the pre-submission is attached for reference only.
(ii) Section 3.3 – Please also assess the traffic impact at the junction of Hankow Road and Middle Road and the junction of Kowloon Park Drive and Middle Road, and update Section 4.1 accordingly;	The Traffic Impact Assessment (TIA), specifically Table 3.3, shows a net vehicular increase of under 10 pcu/hr (two-way) during peak hours for the proposed residential conversion. A directional split analysis further reveals that less than half of these additional trips would be assigned to Kowloon Park Drive. It is therefore anticipated that the impact on the Kowloon Park Drive/Middle Road junction will be minimal.
(iii) Table 3.5 – Please confirm the list of planned developments with Planning Department;	Noted. PlanD was consulted and the list of planning development was reviewed against the Statutory Planning Portal on PlanD website.
(iv) Section 4.1 – Please also assess the links performance for Middle Road (Nathan Road - Kowloon Park Drive) and Kowloon Park Drive (Middle Road - Salisbury Road);	Please refer to the response in item (ii) above.

<table>
<tr><th>Comments</th><th>Responses</th></tr>
<tr><td>(v) Section 4.2 – Please summarize the relevant Hong Kong Planning Standards and Guidelines and lease requirements for KIL 10978;</td><td>The parking requirements for KIL 10978 in HKPSG and lease are included in the revised TIA report (Table 4-10 and Appendix D of the revised TIA refer) and summarised below for ease of reference.

<table><tr><th>For KIL10978</th><th>Car parking spaces</th></tr><tr><td>Lease requirement</td><td>250 (1)</td></tr><tr><td>HKPSG requirement
Retail (1 Car Parking Space per 150-300m^2 GFA)</td><td>23-45</td></tr></table>(1) 40 car parking spaces reserved parking for Hong Kong Cultural Centre.</td></tr>
<tr><td>(vi) Section 4.3.4 – As part of the available parking spaces at Kowloon Inland Lot (KIL) 10978 (i.e. 210) should be reserved to meet the demand of ancillary parking spaces for shops within the lot, it appears that at most 165 parking spaces (i.e. 210-45=165) could be counted as "surplus" parking spaces for KIL 9844. Please confirm. For clarity, please provide a table showing the required number of ancillary non-residential parking spaces according to HKPSG for both lots in Section 4.3;</td><td>According to HKPSG, approximately 23 – 45 car parking spaces ancillary to the 6,630m^2 retail shops within KIL 10978 should be provided. Details are summarised in the table below.
<table><tr><td>Retail GFA in KIL 10978</td><td>Approx. 6,630m^2</td></tr><tr><td>HKPSG requirement</td><td>1 space per 150 – 300m^2</td></tr><tr><td>Required Car Parking Provision</td><td>Approx. 23 – 45 spaces</td></tr></table>It is therefore calculated that there are approximately 165 “surplus” parking spaces (i.e. 210 – 45 = 165) apart from the demand of ancillary parking spaces for the shop within the KIL10978.

A summary table of parking spaces after the proposed conversion for non-residential parking spaces for both lots, in accordance with HKPSG, is included in the revised TIA report (see Appendix D of the revised TIA).</td></tr>
</table>

Comments	Responses
(vii) Appendix D – Prior to the conversion, both KIL 9844 and KIL10978 can achieve high end of relevant HKPSG parking standard. After the conversion, the commercial part cannot maintain the high end parking standard (i.e. It appears to have a shortfall of (842+45)-868 = 19 parking spaces). As Tsim Sha Shi has a recognized shortage of parking spaces, please provide suitable measures to maintain the high end parking standards for the commercial part;	It is now proposed to provide 887 ancillary car parking spaces available for the commercial part meeting the high-end parking standard for the commercial part in HKPSG. At the same time, while the application site provides excellent pedestrian connectivity to nearby transport interchanges/railway stations, the provision of 189 parking spaces in KIL9844 for "Flat" upon the Proposed In-situ Conversion will still gear towards the high-end requirement for residential use. This measure is designated to maintain the parking supply in Tsim Sha Tsui in full compliance with the high-end parking standard for the commercial uses.
(viii) Appendix D – Typo for KIL 9844;	Noted. The TIA has been revised accordingly.
(ix) Section 4.3 – The mechanical parking spaces at the basement level B4 shall be utilized. A portion of the existing mechanical parking spaces shall be allocated for the residential use;	The position is noted. However, please be advised that there is only a single lift at the B4 level carpark providing direct access solely to the East Wing of the future residential portion. Also, there will be constraints related to the site layout and operation for segregation of residential and commercial parking, which will require a detailed review study on the carpark arrangement. Therefore, it is suggested that the detailed allocation and carpark layout plan for residential parking spaces be established and agreed upon through the forthcoming Land Administration process, and will be submitted for the relevant department approval.
(x) Section 4.6 – The proposed traffic enhancement proposal at the junction of Chatham Road South and Salisbury Road shall not worsen the reserve capacity of the junction. The proposal shall be approved by our Department. It shall be funded and done by the project proponent to our satisfaction;	Noted.
(xi) General – Please review the utilization rate of the existing L/UL spaces and explore the feasibility and suitability of utilizing these 70 nos. of L/UL spaces;	While the existing loading/unloading spaces are not operating at the maximum capacity, the spaces are consistently busy particularly for loading/unloading activities of the retail and hotel services.
(xii) General – The feasibility and suitability of opening up the existing L/UL spaces for other uses, such as PU/DO for tourist coaches shall be explored; and	It is understood that there are operation/management agreements between the operators and tenants regarding the loading/unloading facilities. Thus, stakeholders' consultation is essential to determine the feasibility and suitability of opening the existing L/UL area for PU/DO for tourist coaches.

Comments	Responses
	The Applicant is willing to explore this potential to better utilize the site's available capacity for public benefit and improve local traffic conditions. Presently, there are only three 12m lay-bys for tour buses in KIL 9844, with the remaining L/UL bays permitting tour bus access measuring 7m and 9m in length. Please note that: • Given the spatial constraints, ongoing operational activities, and the frequency of hosted events, it is paramount to reserve 12m tour bus lay-bys for the hotels and the retail portion. • As mentioned, the remaining L/UL spaces are necessary for supporting the daily loading/unloading operations of the retail and hotel services, as some of the spaces are required by retail tenants and hotel operators under existing agreements. Nevertheless, it is proposed to open a total of four lay-bys and L/UL spaces for use as PU/DO for tourist coaches. To ensure there is no disruption to site operations or loading/unloading functions, operational control measures (such as a pre-booking system) would be implemented in the future to manage and regulate public tourist coach access to these four spaces. It is suggested that a detailed operation and management plan for opening these four spaces to public tourist coaches be reviewed and submitted for approval by the relevant departments in future.
(xiii) General – Please confirm if your client and the major stakeholders at Victoria Dockside, including but not limited to K11 MUSEA, K11 ATELIER, Rosewood Hotel Hong Kong, Rosewood Residences, K11 ARTUS, etc., agreed with the traffic observation and assessment results.	The major stakeholders of the Victoria Dockside development have been initially notified and consulted, noting that the proposed in-situ conversion will not adversely affect the surrounding traffic situation as demonstrated by the technical assessments.
Comments from the Drainage Services Department (received on 2 December 2025) (Contact Person: Mr Andy CHEUNG; Tel.: 2300 1581)	
Please note that the Environmental Protection Department (EPD) is the planning authority of sewerage infrastructure, submission of Sewerage Impact Assessment or any sewerage review shall be circulated to Sewage Infrastructure Group/EPD for their comments and approval. Subject to EPD, it may be required to assess and demonstrate the potential sewerage impact to the existing sewerage system, and formulate appropriate mitigation measures if any adverse sewerage impact is identified.	Noted.

Comments	Responses
Comments from Environmental Protection Department (received on 2 December 2025) **(Contact Person: Miss Chloe FUNG; Tel.: 2835 1120)**	
Air Quality – Please find the comments below regarding the Air Quality Impact Assessment. There is no comment from air modelling perspective. Comments on the vehicular emission are still pending.	*(The updated AQIA is included at **Annex B** of this FI Submission).*
(i) Main Text ➢ Section 2.4.1: the recent fives year AQMS data are from year 2020 – 2024. Please revise the table and the discussion accordingly. You may use the data in SAMP (https://aqia.epd.gov.hk/);	Noted. AQMS data from 2020-2024 has been adopted. Table 2-4 and S.2.4.1 are updated accordingly.
➢ Table 2-4: Please state the level of the PATH data;	Noted. The level of the PATH data has been stated in Table 2-4 and S.2.4.3.
➢ Section 4.5.2: Please delete "The information of Appendix 3.6…was conducted over 10 years ago, " as the more recently approved EIA report for the terminal is available;	Noted and removed.
➢ Section 4.5.3: Please delete "The information of Appendix 6.4… was conducted over 10 years ago," as the more recently approved EIA report for the terminal is available; and	Noted and removed.
➢ Section 4.7.25: Please note that ATC 2024 is now available. Please review whether it is necessary to update the minor road ratio.	It is noted that ATC 2024 is now available. However, the detailed breakdown data cannot yet be obtained from Transport Department (the data is being sought from TD for some time). In any event, after reviewing the Average Daily Vehicle-Kilometre of ATC 2023 and ATC 2024, the differences of the Average Daily Vehicle-Kilometre between two sets of data are minor (+/- few percentage). Besides, as the predicted results of the AQIA are well below the criteria of AQOs, it is considered that the conclusion of the AQIA would not be affected by using the data of ATC 2023.

Comments	Responses
(ii) Appendix 4-3 ➢ Please provide justification on why the Public Light Bus Terminus at Peking Road and Hankow Road would not have any start emission. If it is clarified that start emission would also be involved for these two bus terminals, please amend the modelling assessment accordingly.	It is clarified that the information (i.e. no start emission) is provided by the Project Traffic Consultant based on observation during traffic survey. Moreover, according to Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap. 611), Green Minibuses (GMBs) are exempted from the idling prohibition for the first two GMBs on a particular scheduled service at a GMB stand. Therefore, start emission was not considered for the PLB Terminus at Peking Road and Hankow Road in the assessment. A footnote has been added under the relevant tables of Appendix 4-3.
(iii) Appendix 4-7 ➢ RtC#8: There is no drawing in Appendix 4.7. Please check; and	It is clarified that the drawing mentioned in previous RtC#8 named App 4.7_ Roads with start emission which has been attached in Appendix 4.7. The modelling files in Appendix 4.7 will be saved in a CD-ROM to be provided separately for review.
➢ Please delete the last two blank pages of the email from Transport Department.	Noted and removed.
(iv) Appendix 4-10 ➢ Referring to C#1 above, please adopt the AQMS data from 2020-2024 for the derivation of cumulative Annual Average NOx to NO2 conversion equation using Jenkin Method.	Noted. Jenkin Method has been updated with AQMS data from 2020-2024. Appendix 4-10, Appendix 4-11 and Appendix 4-12c have been revised accordingly.
(v) Appendix 4-11 and Appendix 4-12d, 4-12e and 4-12f: ➢ For the 10th Highest Daily Average Concentration of RSP, the table at Appendix 4-11 (56.5μg/m^3 at ASR A-13-1) does not tally with the Contour Map (>56.533μg/m^3). Please clarify if the intervals of the contour map should be amended;	It is clarified that the exact value of the 10th Highest Daily Average Concentration of RSP at ASR A-13-1 is 56.53388 μg/m^3, which tallies with the contour map. Due to the small differences in concentration among each ASR, changing the intervals of the contour map may result in fewer contour lines which may not reveal the pollutant levels properly. More decimal places of RSP concentrations are shown in Appendix 4-11 to avoid confusion.

Comments	Responses
➢ C#6 is also applicable to the Contour Map for Annual Average Concentration of RSP (21.2 µg/m^3 at the table but >21.226 µg/m^3 at Contour Map) and 19th Highest Daily Average Concentration of FSP (33.1 µg/m^3 at the table but >33.145 µg/m^3 at Contour Map); and	As responded above, it is clarified that the exact values of Annual Average Concentration of RSP and 19th Highest Daily Average Concentration of FSP at ASR A-13-1 are 21.22697 µg/m^3 and 33.14923 µg/m^3 respectively, which tally with the contour map. More decimal places of RSP and FSP concentrations are shown in Appendix 4-11 to avoid confusion.
➢ Please highlight the changes to facilitate our review.	Noted. All the changes will be highlighted in the submission for review.
Waste Management Since various types of waste are anticipated during the construction and operation phases, the Consultant is advised to conduct a technical assessment of Waste Management Implications in this Environmental Assessment Report, with brief identification and preliminary estimates of waste quantities. The Consultant shall also briefly discuss the outlet for each type of waste and measures to minimise the potential waste management implications.	*(The updated EA is included at **Annex C** of this FI Submission).* Noted. Section on Waste Management Implications has been newly added in Section 5 of the revised EA report.
Sewerage Should there be any change in development parameters other than the latest submitted version, a revised Sewerage Impact Assessment will need to be submitted for EPD's approval accordingly.	Noted. It is confirmed that there is no change in development parameters of the Proposed In-situ Conversion.
Comments from Environmental Protection Department (received on 3 December 2025)	
Figure 4.5: Please also indicate the distances from the Application Premises to other identified parking spaces.	Noted. Figure 4.5 of the AQIA has been updated.

<table>
<tr><th>Comments</th><th>Responses</th></tr>
<tr><td colspan="2">Comments from the Tsuen Wan and West Kowloon District Planning Office, Planning Department (received on 2 December 2025)
(Contact Person: Mr George CHOI; Tel.: 2417 6654)</td></tr>
<tr><td>(i) Please provide GFA breakdown of the whole “C(7)” zone (i.e. KIL9844) including residential, office, retail, and hotel before and after the proposed development. Please provide separate breakdown for Regent Hong Kong.</td><td>The GFA breakdown of the whole “C(7)” zone is provided below:

<table>
<tr><th>Component</th><th>GFA (Before In-situ Conversion)</th><th>GFA (After In-situ Conversion)</th></tr>
<tr><td>Hotel-like Serviced Apartment</td><td rowspan="2">35,290 m^2</td><td>33,358 m^2 (Proposed Flat at the Subject Premises)</td></tr>
<tr><td>Other Commercial Uses</td><td>1,932 m^2</td></tr>
<tr><td>Commercial Mall</td><td>88,631 m^2</td><td>88,631 m^2</td></tr>
<tr><td>Office</td><td>40,427 m^2</td><td>40,427 m^2</td></tr>
<tr><td>Hotel</td><td>102,714 m^2</td><td>102,714 m^2</td></tr>
<tr><td>Architectural Features</td><td>14 m^2</td><td>14 m^2</td></tr>
<tr><td>Fuel Tank Room and Remote Radiator</td><td>50 m^2</td><td>50 m^2</td></tr>
<tr><td>Regent Hotel</td><td>56,943 m^2</td><td>56,943 m^2</td></tr>
<tr><td>Total</td><td>324,069 m^2</td><td>324,069 m^2</td></tr>
</table>

Note: Round off to the nearest integer.</td></tr>
</table>

Comments	Responses
(ii) Please clarify (a) site area and site coverage of the Victoria Dockside and any changes with the proposed conversion; (b) average hotel room size of K11 ARTUS; and (c) average flat size of proposed conversion.	

	Before In-situ Conversion	Upon In-situ Conversion
Lot KIL 9844 Containing Victoria Dockside		
Site Area	38,341m^2	38,341m^2
Site Coverage • G/F-1/F • 2/F-7/F • 8/F and Above	 Not more than 100% Not more than 60% Not more than 30%	 Not more than 100% Not more than 60% Not more than 30% *(No change to site coverage)*
K11 ARTUS (Subject Premises)		
Average Hotel Room Size	About 116m^2 (Net: around 74m^2, if floor areas of needed hotel common areas & back-of-houses excluded.)	N/A
Average Flat Size	N/A	About 163m^2 (Net: around 125m^2)

Note: Round off to the nearest integer. Subject to refinements in the General Building Plan submission stage.

Comments

(iii) For ease of understanding, please provide information regarding existing use and proposed uses in the form of following table:

	Existing hotel-like service apartment	Proposed apartment	Proposed apartment-like service apartment
Tenure			
Ownership			
Management mode			
(Any others)			

Responses

Please refer to the table below regarding the existing and proposed uses:

	Existing hotel-like service apartment	**Proposed apartment**	**Proposed apartment-like service apartment**
Tenure	Generally Short-term	Generally Long-term	Generally Long-term
Ownership	Single Owner	Single/Multiple Owners	Single/Multiple Owners
Management mode	Central Management by Operator	Central Management by Operator / Property Management Company	Central Management by Operator / Property Management Company
Operational Focus	Relatively more hotel transient like business travellers, tourists, etc.	Long-term living for expats, relocated professionals, residents, etc.	Long-term living for expats, relocated professionals, residents, etc.
Land use	Hotel	Flat	Flat
Accountable for Domestic / Non-domestic GFA	Non-domestic	Domestic	Domestic

Under the planning regime on the basis of Planning Department's "Practice Note for Professional Persons No. 3/2005", service apartment developed as part of and/or operated within a hotel establishment (i.e. hotel-like service apartment) is considered as 'Hotel', while residential flat with central services/management (i.e. apartment-like service apartment) is also subsumed under 'Flat' according to Town Planning Board's Definition of Terms, alongside conventional residential flats.

Comments	Responses
	As outlined in the Planning Statement, on the same lot (KIL9844), the Rosewood Residences within Victoria Dockside already offer exemplary services in the hotel establishment in the form of hotel-like service apartment. To enrich accommodation diversity and specifically target the long-term residents - with a proposal that allows increased flexibility in layouts and settings aligning more closely with home-like conventional residential flats - the Applicant puts forth this application for "Flat" use to duly demonstrate no adverse environmental impacts, such as noise and air quality, catering to long-term residential population within the "Flat" use framework. Under the current mode in a hotel establishment, any alteration to the layout and certain fixtures/fittings (e.g. beds) of the premises from the registered drawings could be viewed as alterations to the licensed premises under the Hotel and Guesthouse Accommodation Ordinance (the Licensing Authority's prior written permission may be needed). Also, the need to also accommodate transient guests for short stays complicates the room layouts and operational management efficiency. The proposed conversion of hotel-like serviced apartment (designed primarily to accommodate short stays and comply with hotel licence requirements) into "Flat" (for apartments or apartment-like serviced apartment) would hence allow more flexibility in terms of configurations of rooms/facilities or possible settings, like in-room kitchens etc., specifically tailored for long-term accommodations. The diversity in flat sizes would also be enhanced through the proposed A&A works, offering more desirable flat size with ample living space aimed particularly at the high-end long-term stay market segment. From a planning perspective, introducing the 'Flat' use in the "C(7)" zone, whether as apartments or apartment-like service apartments, will enrich the long-term residential options within an area already teeming with a wide range of uses, including commercial, office, hotel, and service apartments within the same zoning. The proposed in-situ conversion, featuring a more differentiated layout, would allow a greater focus to the high-end market segmentation in the heart of Hong Kong and serve as a magnet for discerning individuals including family offices, business leaders and high-calibre professionals, thereby encouraging them to make home and

Comments	Responses
	establish roots in Hong Kong. The resultant influx of a stable and engaged population will rejuvenate the year-round, round-the-clock vibrancy within the community, forming a continuous vibrant, mixed-use harbourfront and creating powerful synergies with the ongoing development of the Hung Hom Waterfront.
(iv) Appendix 1 of Planning Statement – Please provide comparison of the existing layout and proposed layout at all relevant levels.	The comparison of the existing and proposed layout is included at **Annex D**.
(v) Appendix 6 of Planning Statement – Please clarify if there will be any difference in economic impact between the existing use and the proposed development.	Economic impacts can be tangible and intangible, and the proposed in-situ conversion is expected to lead to both tangible and intangible benefits. Tangible benefits can come in the form of direct, indirect, and induced benefits that are created during the conversion from the existing use to the proposed use, for example, design, renovation, and installation, along with the net resources required for the proposed operations. Direct benefits are generated from the initial spending of the conversion, and the extra resources required for the operation of the proposed use. Indirect impacts will arise from purchases along the supply chain, e.g. suppliers to conversion materials, logistics, and professional services. Induced impacts result from workers spending their wages within the community, further simulating the local economy. Intangible benefits, albeit often elusive in quantification, wield immense significance for Hong Kong. For example, supporting the overall development via enhanced liveability, vibrancy, and economy; and wider impacts such as strengthened soft-power and talent attraction. In particular, it has the potential to unlock incremental investment that would otherwise have not come to Hong Kong. Ultimately, the provision of homes at the prominent location could elevate the quality of life in Hong Kong, positioning it as a premier international metropolis that appeals to affluent individuals and families. By nurturing a profound sense of ownership and belonging, it invites them to live in Hong Kong as their base, enhancing Hong Kong's image as a world city. Setting aside intangible benefits which may be relatively more remote, the tangible economic benefits mainly pertain to the value added and job

Comments	Responses
	opportunities. As to direct employment impact, construction works of the proposed in-situ conversion is expected to create an average of around 425 jobs daily, providing a total employment of around 625,600 man-hours.[1] These include jobs in the trades of façade modification works, M&E modification works, Architectural Builder's Work and Finishes (ABWF) & fitting-out works, landscaping works, design consultancy, etc.
Comments from Landscape Unity of Urban Design and Landscape Section, Planning Department (received on 5 December 2025) Contact Person: Mr Justin OR; Tel.: 3565 3948)	
Appendix 7 (Landscape Proposal and Open Space Provision) a. Please indicate the application boundary on the relevant drawing(s).	Noted. Application boundary has been indicated on the relevant drawings (**Annex E** refers).
b. page 1 – it is noted that some of the proposed "enhancements of greenery" may be out of the application boundary (i.e. greenery on 7/F and G/F waterfront). The applicant is advised to seek comments and approval from the relevant authority on the proposed "enhancement of greenery", where appropriate.	Noted.
Comments from the Tsuen Wan and West Kowloon District Planning Office, Planning Department (received on 2 December 2025) (Contact Person: Mr George CHOI; Tel.: 2417 6654)	
- Layout of ground floor and basement levels, including the connected basement of KIL 10978 (and indication of L/UL bay of good vehicles and lay-by of taxi & private car for proposed flat, if any)	The set of carpark plan (including the connected basement of KIL 10978) deposited in the Land Registry is included at **Annex F** for reference. Lay-bys of taxi and private car will be provided at G/F as shown in the Accessibility Diagram included in Appendix 1 of the Supporting Planning Statement. Please note that the location of the L/UL bays of goods vehicles and parking spaces for private cars for the proposed flats will be included in the submission for compliance with relevant approval condition relating to the design of carpark for agreement with Transport Department and relevant Government Departments in detailed design stage.

[1] Factoring in the rough estimate of the working periods of each trade, no. of workers daily needed for the trade, etc., assuming 20 working days per month and 8-hour work per day per person.

Comments	Responses
- Para. 4.1.2 of Planning Statement: Existing and proposed floor uses of all levels (indication of swimming pool, if any; is living salon part of ancillary clubhouse?)	The swimming pool has been indicated on both the existing and proposed layouts (**Annex D** refers). The living salon is part of the ancillary clubhouse.
- Para. 2.1.8 of TIA: Please clarify if there is any designated parking space, L/UL and lay-by for Regent Hong Kong under the approved GBP.	Please note that there are no designated parking space, L/UL and lay-by for Regent Hong Kong under the approved GBP of KIL9844, while the required provisions were included as part of lease requirement of KIL9844.

Compiled by: KTA
Date: 23 January 2026

Annex A

23/01/2026

Reference number: CHK50831710

PROPOSED “FLAT” (IN-SITU CONVERSION) IN “ COMMERCIAL (7)” ZONE, NO. 18 SALISBURY ROAD, TSIM SHA TSUI, KOWLOON (KOWLOON INLAND LOT NO. 9844 (PART))

TRAFFIC IMPACT ASSESSMENT REPORT

SYSTRA MVA

IDENTIFICATION TABLE	
Project	Proposed “Flat” (In-situ Conversion) in “Commercial (7)” Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (Part))
Study	Traffic Impact Assessment
Type of document	Report (Version no. 3)
Date	23/01/2026
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1. INTRODUCTION

1.1 Background

1.1.1 The Victoria Dockside development is located at Kowloon Inland Lot No. 9844 (KIL 9844) in Tsim Sha Tsui, which is zoned "Commercial (7)" under the prevailing Tsim Sha Tsui Outline Zoning Plan. The Victoria Dockside development comprises, inter alia, (I) K11 MUSEA, a retail mall integrating premier art, design and leisure experiences, (ii) Grade A office space (K11 ATELIER), (iii) Rosewood Hotel Hong Kong, (iv) hotel-like serviced apartment Rosewood Residences; and (v) another hotel-like serviced apartment K11 ARTUS.

1.1.2 The Applicant is now seeking approval from the Town Planning Board under Section 16 of the Town Planning Ordinance for the Proposed 'Flat' (In-situ Conversion) at K11 ARTUS ("the Premises"). The Proposal involves the in-situ conversion of existing hotel-like serviced apartments at K11 ARTUS into 205 nos. of units for greater spectrum of uses in the complex with the intention to reinforce the sense of place, neighbourhood and vibrancy.

1.1.3 The purpose of this Traffic Impact Assessment (TIA) Study is to investigate any potential impact on the adjacent local road network arising from the in-situ conversion proposal.

1.2 Study Scopes

1.2.1 The scopes of this TIA Study are summarised as follows:

- Review the latest traffic condition in the vicinity of the Premises;
- Review the development schedule and internal transport facilities;
- Review the potential traffic impact of the local road network and public transport facilities upon completion of the in-situ conversion;
- Propose any traffic improvement remedial measures, if necessary, to alleviate the potential traffic problems.

1.3 Report Structure

1.3.1 Following this introductory chapter, there are four further chapters:

- Chapter 2 – Development Context, review the existing development traffic arrangement, current condition of the local road network in the vicinity, and present the in-situ conversion proposal;
- Chapter 3 – Traffic Forecast, describes the forecasting methodology and presents the traffic forecast results;
- Chapter 4 – Traffic Assessments and Review of Internal Transport Facilities, present the assessment results on the local road network under existing conditions and upon completion of the in-situ conversion, and review the parking provisions in the development carpark; and,
- Chapter 5 – Summary and Conclusion, summarise and conclude the study findings.

2. DEVELOPMENT CONTEXT

2.1 Existing Site Conditions

Site Location

2.1.1 The Victoria Dockside development is located at No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon. It is located at Tsim Sha Tsui harbour-front to the south of Salisbury Road. It is currently zoned as "Commercial (7)" ["C(7)"] under the approved Tsim Sha Tsui Outline Zoning Plan No. S/K1/30 and is within Kowloon Inland Lot No. 9844 (KIL 9844).

2.1.2 The location plan of the Victoria Dockside development is shown in **Drawing No. 2.1**.

Vehicular Accesses

2.1.3 There are currently three development vehicular accesses which are all located along Salisbury Road serving the entire Victoria Dockside development, K11 ARTUS inclusive.

2.1.4 The main vehicular access of the Victoria Dockside development forms part of the signalised junction of Salisbury Road / Chatham Road South. It connects the junction with the internal access road with (i) at-grade general pick-up/drop-off area of the entire development, (ii) driveway ramp to basement carpark and (iii) pick-up/drop-off area of Rosewood Hotel Hong Kong and Rosewood Residences at podium level. This main access serves the vehicular traffic to/from all approaches of the junction.

2.1.5 Another vehicular access is situated at the west of the development site in-conjunction with Salisbury Road westbound with signalised control, and is shared with the adjacent hotel Regent Hong Kong. It serves the private cars to parking at basement levels and loading/unloading activities at ground level of the Victoria Dockside development. Left-in-left-out arrangement is only permitted for this access.

2.1.6 The third vehicular access is located at the north-east corner of the development, connecting the basement carpark (loading/unloading area) which mainly serves goods vehicles and coaches. The access is connected to Salisbury Road westbound with left-in-left-out arrangement in the form of priority junction.

2.1.7 The current vehicular access arrangement is indicated in **Drawing No. 2.2**.

Internal Parking Facilities

2.1.8 According to the approved General Building Plan (GBP) for the Victoria Dockside development, a total of 866 private car parking spaces, 24 parking spaces for taxis / hire cars, 64 loading/unloading bays for tourist buses, trucks or lorries, 6 loading/unloading bays for goods vehicles, 4 lay-bys for privates car and taxis, and 3 lay-bys for single deck tour buses are provided in accordance with the lease conditions of KIL 9844. Subsequently, under the lease modification in April 2022, 24 out of 866 private car parking spaces, 6 out of 64 loading/unloading bays for tourist buses, trucks or lorries and 4 out of 6 loading/unloading bays for goods vehicles are designated to the hotels. The following **Table 2-1** summarizes the existing parking provisions under the approved GBP.

Table 2-1 Existing Parking and Servicing Facilities in Victoria Dockside Development (under Kowloon Inland Lot No. 9844)

Components	Total no. of existing parking provision under the approved GBP	No. of parking spaces designated for the Hotels (1)	Remaining no. of parking spaces for Commercial Use
Car Parking Spaces	866	24	842
Parking Spaces for Taxis / Hire Cars	24	-	24
Loading/Unloading Bays for Tourist Buses, Trucks or Lorries	64	6	58
Loading/Unloading Bays for Goods Vehicles	6	4	2
Lay-bys for Privates Car and Taxis	4	-	4
Lay-bys for Single Deck Tour Buses	3	-	3

Notes: (1) The Hotels include Rosewood Hotel Hong Kong, Rosewood Residences and K11 ARTUS excluding Regent Hong Kong.

2.1.9 It is noted that the basement carpark of adjacent lot, Kowloon Inland Lot No. 10978 (KIL 10978), at 12 Salisbury Road, Tsim Sha Tsui, is internally connected and share-using the vehicular accesses with the carpark of KIL 9844. 250 private car parking spaces are provided within this carpark which are also operated and managed by the development. Therefore, **an overall of 1,116 private car parking spaces (i.e. 866+250) are provided** by the two carparks.

2.2 Local Road Network

2.2.1 The Victoria Dockside development is primarily served by Salisbury Road, which connects Kowloon Park Drive, Nathan Road and Chatham Road South.

2.2.2 Salisbury Road is a primary distributor running in east-west direction, serving the traffic of all directions to/from Tsim Sha Tsui. Its section abutting the north of Victoria Dockside development is a dual-4 carriageway with two traffic lanes at-grade and two traffic lanes underground by-passing its junction with Chatham Road South.

2.2.3 Chatham Road South is a primary distributor connecting with Salisbury Road which leads to Hung Hom By-pass and Princess Margaret Road Link towards North and East Kowloon. Its section in junction with Salisbury Road is a dual carriageway with three traffic lanes northbound and two traffic lanes southbound.

2.2.4 Nathan Road is a primary distributor aligning north-south from Sham Shui Po and Tsim Sha Tsui, which connects Salisbury Road with Jordan, Yau Ma Tei, Mong Kok and Central Kowloon. The section of Nathan Road immediately connecting Salisbury Road is a dual-2 carriageway.

2.2.5 Kowloon Park Drive is a primary distributor of dual-2 carriageway running in north-south direction that connects Salisbury Road to northern section of Canton Road and onward to southwest Kowloon area.

2.3 Public Transport Services

2.3.1 The Victoria Dockside development (including the Premises) is currently served by MTR Tsim Sha Tsui Station (Tsuen Wan Line) and East Tsim Sha Tsui Station (Tuen Ma Line). Moreover, franchised bus and green minibus stops are available at Salisbury Road and Nathan Road, within 400m walking distance from the development. The development is well-connected with the above-mentioned public transport services by underground walkways.

2.3.2 The nearest bus terminus is located at Mody Road, which is located to the north-east of the Victoria Dockside development. There are currently over twenty franchised bus routes serving this bus terminus, and majority of the routes would enroute Salisbury Road and make stops right adjacent and opposite to the development.

2.3.3 The existing public transport facilities in the vicinity are shown in **Drawing No. 2.3**, and details of the operation schedule are listed in **Appendix B**. It is considered that the Premises is well-served by the current provision of public transport services.

2.4 Existing Pedestrian Facilities

2.4.1 Footpath is provided along the south kerb-side of the section of Salisbury Road abutting the north boundary of the Victoria Dockside development. A cautionary pedestrian crossing is provided at its junction with vehicular access at north-east corner of the development with Salisbury Road, while signalized pedestrian crossings are provided at the junctions with another two vehicular accesses roads at the north and east side of the development.

2.4.2 On the south of the Victoria Dockside development, it is the waterfront promenade along Victoria Harbour. The “Avenue of Stars” is located at this section of promenade which is open to the public and directly accessible from the development.

2.4.3 Besides, pedestrian subways are present underneath Salisbury Road to link up the footpaths on both sides. The pedestrian subway across Salisbury Road near Chatham Road South is a grade separated crossing facility maintained by the government which links up the footpath along all approaches of the signalised junction.

2.4.4 Another pedestrian subway, at north-west corner of the Victoria Dockside Development, is a 24-hour public passageway managed by the Applicant which connects with MTR East Tsim Sha Tsui Station and forms part of the underground pedestrian network linking up several commercial developments in Tsim Sha Tsui area.

2.4.5 The locations of major footbridge, subway and crossing points connecting the Victoria Dockside development are illustrated in **Drawing No. 2.4**. It is concluded that the pedestrians have good accessibility between the Victoria Dockside development and the nearby areas in Tsim Sha Tsui.

2.5 Adjacent Parking Facilities

2.5.1 Apart from the parking facilities provided by the Victoria Dockside development as listed in **Table 2-1**, there is a public carpark located at H Zentre on Middle Road (around 150m walking distance from the Premises) with over 400 parking spaces serving private cars. On-street metered parking spaces for buses and coaches are also provided at Chatham Road South and inner streets of Tsim Sha Tsui.

2.6 Proposed Development Schedule

2.6.1 K11 ARTUS ("the Premises") currently provides 287 rooms in the form of hotel-like serviced apartment. Under the development scheme, in-situ conversion of K11 ARTUS into private residential use with around 205 units is proposed. The key development parameters are summarised in **Table 2-2**.

Table 2-2 Key Development Parameters

Component	Parameters
Victoria Dockside (K11 ARTUS inclusive)	
Zoning	"Commercial (7)"
The In-Situ Conversion Proposal at K11 ARTUS (the Premises)	
Total GFA involved	33,358m^2
Proposed GFA	33,358m^2 (Domestic)
Proposed no. of flat units	205 nos.
Average flat size	Approx. 162 m^2
No. of blocks	1 no.

2.7 Vehicular Access Arrangement after the Proposed Conversion

2.7.1 As discussed in **Section 2.1**, there are three development vehicular accesses at Salisbury Road serving the Premises. Under the conversion proposal, it is proposed that the present vehicular access arrangements to remain the status quo and will not be disrupted, i.e. the traffic upon proposed conversion would share-use the existing three vehicular accesses indicated in **Drawing No. 2.1**.

3. TRAFFIC FORECAST

3.1 Design Year

3.1.1 The tentative completion year of the proposed in-situ conversion is year 2029. The design year of 2032 (which is three years upon full occupation) has therefore been adopted for traffic forecast and assessment purposes.

3.2 Traffic Forecast Approach

3.2.1 Growth factor method is adopted for traffic forecast purpose in this TIA study. The traffic forecast has made reference to the existing traffic conditions of the local road network and latest planning parameters, including future traffic growth and additional traffic demand, which are to be discussed in this chapter.

3.3 Traffic Survey

3.3.1 To appraise the existing traffic conditions of local road network, traffic surveys in the form of manual classified count were conducted during the peak hour periods on a typical weekday and weekend, on 7 November 2024 (Thursday) from 08:00-10:00 and 17:30 -19:30 and the following Saturday on 9 November 2024 from 11:00 – 15:00.

3.3.2 Four junctions and eight road links, as listed in **Table 3-1,** are identified as key junctions and road links for assessment purpose. The junction locations and road link sections are indicated in **Drawing No. 3.1**, and the current junction layout arrangements are shown in **Drawing Nos. 3.2 to 3.5**.

Table 3-1 Identified Key Junctions and Road Links

Ref. (1)	Locations	Type (2)	Drawing No. (2)
Junctions			
J1	Salisbury Road / Kowloon Park Drive	Signal	3.2
J2	Salisbury Road / Nathan Road	Signal	3.3
J3	Salisbury Road / Access Road to Victoria Dockside Development	Signal	3.4
J4	Salisbury Road / Chatham Road South	Signal	3.5
Road Links			
S1	Nathan Road (Middle Road - Salisbury Road)	Two-way	3.1
S2	Salisbury Road (Hankow Road – Nathan Road)	Two-way	3.1
S3	Salisbury Road (Nathan Road – Middle Road)	Two-way	3.1
S4	Salisbury Road EB (At-grade section outside Middle Road Children's Playground)	One-way	3.1
S5	Salisbury Road WB (At-grade section outside Victoria Dockside)	One-way	3.1
S6	Salisbury Road EB (At-grade section outside Mody Road Public Transport Interchange)	One-way	3.1
S7	Salisbury Road WB (At-grade section outside Victoria Dockside)	One-way	3.1
S8	Chatham Road South (Salisbury Road – Mody Road)	Two-way	3.1

Remarks: (1) Junction locations refer to **Drawing No. 3.1**.
(2) Junction layouts as of December 2024.

3.3.3 Results of the surveyed data indicate that the weekday morning and evening peak hours occur during 09:00 to 10:00 and 17:30 to 18:30 respectively, while the weekend peak hour occur from 11:45 to 12:45.

3.3.4 The observed peak hour traffic data in vehicle unit are converted to passenger car unit (PCU) values with reference to the PCU conversion factors as suggested in Transport Planning and Design Manual (TPDM) Volume 2 Chapter 2.3. The observed peak hour traffic flows at the identified key junctions, in PCU units, are shown in **Drawing No. 3.6**.

3.4 Forecast Assumptions

3.4.1 To estimate the year 2032 traffic flows in the local road network, the future traffic growth and additional traffic demand are reviewed.

3.4.2 Reference has been made to the historical traffic data from Annual Traffic Census (ATC) published by Transport Department to identify the future traffic growth for local area. The ATC traffic count stations in the vicinity have been selected for investigation and the corresponding traffic count data between years 2018 and 2023 are summarised in **Table 3-2**.

Table 3-2 Traffic Counts Record from Annual Traffic Census

Stn. No.	Station Location	Annual Average Daily Traffic (veh/day)						Annual Growth Rate (p.a.)
		2018	2019	2020	2021	2022	2023	
3005	Chatham Rd S (Salisbury Rd - Mody Rd)	15,460	14,950	14,490	14,520	14,480	15,690	0.30%
3021	Mody Rd (Nathan Rd - Chatham Rd S)	15,610	15,130	14,410	11,350	12,090	12,930	-3.70%
3410	Salisbury Rd (Kowloon Park Drive - Nathan Rd)	45,940	49,380	42,720	44,540	42,440	44,780	-0.51%
3413	Nathan Rd (Middle Rd - Salisbury Rd)	26,420	29,540	23,760	24,770	23,610	24,910	-1.17%
3606	Salisbury Rd (Chatham Rd S - Nathan Rd)	51,880	52,260	48,970	42,140	40,150	42,360	-3.97%
3808	Salisbury Rd (Mody Rd - Chatham Rd S)	38,360	38,640	36,160	39,710	38,530	40,660	1.17%
3811	Kowloon Park Drive (Peking Road - Salisbury Rd)	35,960	36,220	33,900	40,380	40,290	42,510	3.40%
4654	Middle Rd (Hankow Rd - Kowloon Park Drive)	11,530	11,290	10,610	8,260	10,520	10,080	-2.65%
	Total	241,160	247,410	225,020	225,670	222,110	233,920	**-0.61%**

3.4.3 In addition, the projected population and employment data available from the latest "2021-based Territorial Population and Employment Data Matrix (TPEDM)" published by Planning Department has been reviewed. Since the subject premises and identified road network are in "Yau Tsim Mong" planning data district under the district map of TPEDM, the corresponding district planning data has been extracted for study in **Table 3-3**.

Table 3-3 Population and Employment Estimation from 2021-Based TPEDM

Planning Data District	Population		Employment	
	2021	2031	2021	2031
Yau Tsim Mong	310,650	267,100	413,950	428,850
Growth Rate per annum	-1.50%		+0.35%	

3.4.4 As indicated in **Table 3-3**, the annual traffic growth pattern at the identified traffic count stations suggested a decreasing trend of -0.61% per annum over the past 5 years. **Table 3-3** suggested a decreasing trend of -1.50% for future population and an increasing trend of +0.35% for employment growth at the identified TPEDM planning district.

3.4.5 Having reviewed the TPEDM data and historical ATC record, despite the downward trends of the subject population and ATC annual growth rates, the nominal growth rate of +0.50% per annum will apply for the traffic growth between year 2024 and 2031 as a conservative approach.

Table 3-4 Hong Kong Population Projections Data

Year	Hong Kong Resident Population (in thousands)
2031	7820.2
2032	7862.1
Year 2031-2032 Growth Rate per annum	**+0.54%**

3.4.6 Beyond year 2031, the population data in "Hong Kong Population Projections from 2022 to 2046", as extracted in **Table 3-4**, published by Census and Statistics Department has been taken as reference for estimation of the traffic growth rate between year 2031 and the design year 2032. The derived growth rate of +0.54% per annum will be adopted for projection of traffic flows from year 2031 to year 2032.

Planned Developments

3.4.7 Apart from the local traffic growth, a number of adjacent planned developments in local area are also taken into consideration for the traffic forecast of year 2032. The locations of these developments are indicated in **Drawing No. 3.7** and the respective planning parameters are summarised in **Table 3-5**.

Table 3-5 Planning Parameters of Planned Developments

Site [1]		Use	Parameters
1.	Expansion of Hong Kong Science Museum and Hong Kong Museum of History	GIC	Approx. 66,440m^2 GFA [2]
2.	Redevelopment of Mariners' Club	Hotel	Approx. 500 rooms
3.	Redevelopment of No. 31-37 Hankow Road	Office	Approx. 10,710m^2 GFA [3]
4.	Redevelopment of No. 43-49A Hankow Road	Residential	95 units [4]
		Retail	Approx. 4,130 m^2 GFA [4]
		Hotel	99 guest rooms [4]

Remarks: (1) Site locations refer to **Drawing No. 3.7**.
(2) Information extracted from Town Planning Board Planning Application No. A/K1/267.
(3) Information extracted from Monthly Digests (Apr 2023) published by Buildings Department.
(4) Information extracted from Town Planning Board Planning Application No. A/K1/271.

3.5 Estimated Traffic Generations

3.5.1 The traffic generations from the proposed in-situ conversion are estimated with reference to the traffic generation rates as stipulated in TPDM published by Transport Department. Whilst the average flat size under the in-situ conversion is approximately 162m^2, there is no suggestion from TPDM on the trip generation rates for flat sizes between 140m^2 and 180m^2.

3.5.2 For conservative assessment, the mean TPDM trip rates of flat size 180m^2 are selected for estimation of trip generations of the conversion. The traffic trip generation and attraction volumes with existing K11 ARTUS and the proposed in-situ conversion scheme are compared in **Table 3-6**.

Table 3-6 Estimated Trip Generations for K11 ARTUS and the Proposed Conversion

Development Schedule	Para-meters	Adopted Trip Rate (pcu/hr/unit)						Trip Generations (pcu/hr)					
		Weekday				Weekend Peak		Weekday				Weekend Peak	
		AM Peak		PM Peak				AM Peak		PM Peak			
		Gen	Att	Gen	Att	Gen	Att	Gen	Att	Gen	Att	Gen	Att
Existing K11 ARTUS	287 units	0.1329	0.1457	0.1290	0.1546	0.1290	0.1546	38	42	37	44	37	44
Proposed Residential	205 units	0.2772	0.1769	0.1635	0.2394	0.1635	0.2394	57	36	34	49	33	48
							Net Change	**+19**	**-6**	**-3**	**+5**	**-3**	**+5**

Remarks: (1) Mean trip rates for hotel as suggested from TPDM are adopted. For weekend noon peak, the weekday evening peak mean trip rates are selected for estimation.

(2) For conservative Mean trip rates for R(C) residential units of 180m^2 as suggested from TPDM are adopted. For weekend noon peak, the weekday evening peak mean trip rates are selected for estimation.

3.5.3 As shown in **Table 3-6**, there would be slight increase in trip generations during weekday morning peak period under the proposed conversion, while the trip generations and attractions during the other peak periods would be similar as compared to the existing K11 ARTUS. Hence, it is anticipated that the traffic impact imposed by the proposed conversion would be minimal.

3.6 Design Traffic Forecast

3.6.1 Year 2032 reference traffic flows (with existing K11 ARTUS) are produced based on the year 2024 observed flows, with the forecast assumptions on the future background traffic growth and the anticipated planned development traffic trips in the concerned local road network. The derived year 2032 reference traffic flows are shown in **Drawing No. 3.8**.

3.6.2 The proposed changes in development traffic would be assigned to the road network based on the observed trip distribution patterns, to produce the year 2032 design traffic flows (with the proposed in-situ conversion). The anticipated major ingress and egress routings and the adopted splits for the traffic trips upon the proposed in-situ conversion in the traffic forecast are illustrated in **Drawing No. 3.9**, and the year 2032 design traffic flows are shown in **Drawing No. 3.10**.

4. TRAFFIC ASSESSMENTS AND REVIEW OF INTERNAL PARKING FACILITIES

4.1 Junction and Road Link Capacity Assessment

Existing Operational Performance

4.1.1 Junction capacity and road link assessments have been conducted at the identified key junctions and road links based on the junction layouts and the observed traffic flows in year 2024. The results are summarised in **Table 4-1** and **Table 4-2**.

Table 4-1 Existing Operational Performance at Key Junctions

Ref. (1)	Junctions	Reserve Capacity (2)		
		Weekday		Weekend Peak
		AM Peak	PM Peak	
J1	Salisbury Road / Kowloon Park Drive	57%	35%	32%
J2	Salisbury Road / Nathan Road	47%	45%	25%
J3	Salisbury Road / Access Road to Victoria Dockside Development	>100%	>100%	99%
J4	Salisbury Road / Chatham Road South	>100%	80%	50%

Remarks: (1) Junction locations refer to **Drawing No. 3.1**.
(2) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%.

Table 4-2 Existing Links Performance at Key Section

Ref.(1)	Road Links	Dir.	Observed Traffic Demand						Design Capacity (2) (veh/hr)	Volume/ Capacity Ratio		
			In pcu/hr			In veh/hr				Weekday		Weekend Peak
			Weekday		Weekend Peak	Weekday		Weekend Peak		AM Peak	PM Peak	
			AM Peak	PM Peak		AM Peak	PM Peak					
S1	Nathan Rd (Middle Rd - Salisbury Rd)	NB	660	885	805	465	630	600	2,800	0.17	0.22	0.21
		SB	1,045	845	1,175	735	720	945	3,900	0.19	0.18	0.24
S2	Salisbury Rd (Hankow Rd – Nathan Rd)	EB	1,980	1,790	2,100	1,660	1,560	1,830	5,200	0.32	0.30	0.35
		WB	1,350	1,560	1,660	1,090	1,395	1,465	3,900	0.28	0.36	0.38
S3	Salisbury Rd (Nathan Rd – Middle Rd)	NB	2,320	1,940	2,455	1,900	1,720	2,125	5,600	0.34	0.31	0.38
		SB	1,320	1,765	1,680	1,080	1,480	1,415	5,600	0.19	0.26	0.25
S4	Salisbury Rd (outside Middle Rd Children's Playground)	EB	705	555	905	465	415	695	2,600	0.18	0.16	0.27
S5	Salisbury Rd (outside Victoria Dockside)	WB	1,165	1,345	1,495	1,080	1,480	1,250	4,200	0.26	0.35	0.30
S6	Salisbury Rd (outside Mody Rd PTI)	EB	450	425	530	295	325	395	2,600	0.11	0.13	0.15
S7	Salisbury Rd (outside Victoria Dockside)	WB	770	915	1135	710	895	1,000	2,800	0.25	0.32	0.36
S8	Chatham Rd S (Salisbury Rd – Mody Rd)	NB	415	410	625	290	320	490	2,600	0.11	0.12	0.19
		SB	565	710	735	390	505	560	2,600	0.15	0.20	0.22

Remarks: (1) Road link locations refer to **Drawing No. 3.1**.
(2) Design capacity referenced to TPDM Volume 2 Chapter 2.4.

4.1.2 **Table 4-1** and **Table 4-2** indicate that all the key junctions and road links are operating within their capacities during peak hours in year 2024.

Operational Performance Upon In-situ Conversion

4.1.3 To evaluate the traffic impact induced by the proposed conversion scheme, the operational performance of the identified local key junctions and road links are assessed for year 2032 reference (with existing K11 ARTUS in the operation mode of hotel-like serviced apartment) and design (with the proposed in-situ conversion) scenarios. **Table 4-3** and **Table 4-4** summarise the assessment results.

Table 4-3 Operational Performance of Key Junctions in Year 2032

Ref.(1)	Junctions	Reserve Capacity (2)					
		Reference Scenario			Design Scenario		
		Weekday		Weekend Peak	Weekday		Weekend Peak
		AM Peak	PM Peak		AM Peak	PM Peak	
J1	Salisbury Road / Kowloon Park Drive	45%	25%	24%	44%	25%	24%
J2	Salisbury Road / Nathan Road	33%	34%	16%	33%	34%	17%
J3	Salisbury Road / Access Road to Victoria Dockside Development (3)	>100%	>100%	97%	>100%	>100%	97%
J4	Salisbury Road / Chatham Road South	87%	68%	41%	85%	68%	41%

Remarks: (1) Junction locations refer to **Drawing No. 3.1**.
(2) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%.
(3) Based on the revised road marking arrangement as of Apr 2025 as shown in **Appendix C**.

Table 4-4 Operational Performance of Identified Key Road Links in Year 2032

Ref.(1)	Road Links	Dir.	Traffic Demand						Design Capacity(2) (veh/hr)	Volume/Capacity Ratio		
			In pcu/hr			In veh/hr						
			Weekday		Weekend Peak	Weekday		Weekend Peak		Weekday		Weekend Peak
			AM Peak	PM Peak		AM Peak	PM Peak			AM Peak	PM Peak	
Reference Scenario												
S1	Nathan Rd (Middle Rd - Salisbury Rd)	NB	730	970	880	520	690	660	2,800	0.19	0.25	0.24
		SB	1,155	945	1,290	815	805	1,035	3,900	0.21	0.21	0.27
S2	Salisbury Rd (Hankow Rd – Nathan Rd)	EB	2,135	1,945	2,265	1,790	1,695	1,975	5,200	0.34	0.33	0.38
		WB	1,455	1,675	1,775	1,180	1,500	1,525	3,900	0.30	0.38	0.39
S3	Salisbury Rd (Nathan Rd – Middle Rd)	NB	2,530	2,130	2,675	2,070	1,885	2,315	5,600	0.37	0.34	0.41
		SB	1,460	1,915	1,820	1,190	1,600	1,530	5,600	0.21	0.29	0.27
S4	Salisbury Rd (outside Middle Rd Children's Playground)	EB	740	585	955	485	435	730	2,600	0.19	0.17	0.28
S5	Salisbury Rd (outside Victoria Dockside)	WB	1,275	1,445	1,595	1,020	1,160	1,335	4,200	0.24	0.28	0.32
S6	Salisbury Rd (outside Mody Rd PTI)	EB	465	440	550	310	340	410	2,600	0.12	0.13	0.16

Ref.(1)	Road Links	Dir.	Traffic Demand						Design Capacity(2) (veh/hr)	Volume/Capacity Ratio		
			In pcu/hr			In veh/hr						
			Weekday		Weekend Peak	Weekday		Weekend Peak		Weekday		Weekend Peak
			AM Peak	PM Peak		AM Peak	PM Peak			AM Peak	PM Peak	
Reference Scenario (Cont'd)												
S7	Salisbury Rd (outside Victoria Dockside)	WB	830	980	1,210	725	860	1,070	2,800	0.26	0.31	0.38
S8	Chatham Rd S (Salisbury Rd – Mody Rd)	NB	440	435	665	305	340	520	2,600	0.12	0.13	0.20
		SB	615	755	775	430	540	595	2,600	0.17	0.21	0.23
Design Scenario												
S1	Nathan Rd (Middle Rd - Salisbury Rd)	NB	730	970	880	520	690	660	2,800	0.19	0.25	0.24
		SB	1,155	945	1,290	815	805	1,035	3,900	0.21	0.21	0.27
S2	Salisbury Rd (Hankow Rd – Nathan Rd)	EB	2,130	1,945	2,270	1,790	1,700	1,975	5,200	0.34	0.33	0.38
		WB	1,465	1,670	1,770	1,185	1,495	1,525	3,900	0.30	0.38	0.39
S3	Salisbury Rd (Nathan Rd – Middle Rd)	NB	2,530	2,135	2,675	2,070	1,890	2,315	5,600	0.37	0.34	0.41
		SB	1,465	1,910	1,820	1,200	1,600	1,525	5,600	0.21	0.29	0.27
S4	Salisbury Rd (outside Middle Rd Children's Playground)	EB	735	590	955	485	435	735	2,600	0.19	0.17	0.28
S5	Salisbury Rd (outside Victoria Dockside)	WB	1,275	1,445	1,595	1,020	1,160	1,335	4,200	0.24	0.28	0.32
S6	Salisbury Rd (outside Mody Rd PTI)	EB	475	440	550	315	340	410	2,600	0.12	0.13	0.16
S7	Salisbury Rd (outside Victoria Dockside)	WB	830	980	1,215	725	865	1,070	2,800	0.26	0.31	0.38
S8	Chatham Rd S (Salisbury Rd – Mody Rd)	NB	440	435	665	305	340	520	2,600	0.12	0.13	0.20
		SB	615	755	775	430	540	595	2,600	0.16	0.21	0.23

Remarks: (1) Road link locations refer to **Drawing No. 3.1**.
(2) Design capacity referenced to TPDM Volume 2 Chapter 2.4.
(3) PCU factors in accordance with observed traffic flows applied.

4.1.4 As reflected in **Table 4-3** and **Table 4-4**, under the reference and design scenarios by year 2032, all the identified junctions and road links would operate with ample capacities, with insignificant traffic impact imposed by the proposed conversion scheme.

4.1.5 In addition, queue length analysis has been performed to evaluate the traffic queue situations at the junctions under both reference and design scenarios of year 2032, and the results are summarised in **Table 4-5** and **Remarks:** (1) Junction locations refer to **Drawing No. 3.1**.

4.1.6 Table 4-6.The results has shown that the impact to traffic queues could be minimal under the proposed in-situ conversion proposal.

Table 4-5 Queue Length Analysis of Key Junctions in Year 2032 – Reference Scenario

Ref.(1)	Approach	Estimated Average Queue Length			Length of Road Segment (m)	Within Capacity		
		Weekday		Weekend Peak		Weekday		Weekend Peak
		AM Peak	PM Peak			AM Peak	PM Peak	
J1	Salisbury Road EB	42	51	53	90	Yes	Yes	Yes
	Kowloon Park Drive SB	41	34	43	70	Yes	Yes	Yes
	Salisbury Road WB – Right Turn	35	41	44	>100	Yes	Yes	Yes
J2	Salisbury Road EB	66	62	73	>100	Yes	Yes	Yes
	Nathan Road SB	55	49	65	>100	Yes	Yes	Yes
	Salisbury Road WB – Straight-ahead	62	67	79	85	Yes	Yes	Yes
	Salisbury Road WB – Right-turn	41	54	50	65	Yes	Yes	Yes
J3	Salisbury Road EB	30	35	37	>100	Yes	Yes	Yes
	Access Road of Victoria Dockside Development NB	5	8	10	20	Yes	Yes	Yes
J4	Salisbury Road EB	28	24	39	>100	Yes	Yes	Yes
	Chatham Road South SB	39	45	49	>100	Yes	Yes	Yes
	Salisbury Road WB	50	54	65	>100	Yes	Yes	Yes
	Access Road of Victoria Dockside Development NB	15	23	27	30	Yes	Yes	Yes

Remarks: (1) Junction locations refer to **Drawing No. 3.1**.

Table 4-6 Queue Length Analysis of Key Junctions in Year 2032 – Design Scenario

Ref.(1)	Approach	Estimated Average Queue Length			Length of Road Segment (m)	Within Capacity		
		Weekday		Weekend Peak		Weekday		Weekend Peak
		AM Peak	PM Peak			AM Peak	PM Peak	
J1	Salisbury Road EB	42	51	53	90	Yes	Yes	Yes
	Kowloon Park Drive SB	41	34	43	70	Yes	Yes	Yes
	Salisbury Road WB – Right Turn	35	41	44	>100	Yes	Yes	Yes
J2	Salisbury Road EB	66	62	73	>100	Yes	Yes	Yes
	Nathan Road SB	55	49	65	>100	Yes	Yes	Yes
	Salisbury Road WB – Straight-ahead	62	67	79	85	Yes	Yes	Yes
	Salisbury Road WB – Right-turn	41	54	50	65	Yes	Yes	Yes
J3	Salisbury Road EB	30	35	37	>100	Yes	Yes	Yes
	Access Road of Victoria Dockside Development NB	5	8	10	20	Yes	Yes	Yes
J4	Salisbury Road EB	29	24	39	>100	Yes	Yes	Yes
	Chatham Road South SB	39	45	49	>100	Yes	Yes	Yes
	Salisbury Road WB	50	54	65	>100	Yes	Yes	Yes
	Access Road of Victoria Dockside Development NB	16	23	26	30	Yes	Yes	Yes

Remarks: (1) Junction locations refer to **Drawing No. 3.1**.

4.1.7 The queue length analysis has demonstrated that the average queue would not extend to the junction immediately upstream of the concerned junctions.

4.2 Existing Car Parking Demand

4.2.1 As mentioned in *Section 2.1*, the carpark of Victoria Dockside development (KIL 9844) is internally connected with the basement carpark of adjacent lot (KIL 10978) with shared accesses under one operational management, providing an overall of 1,116 car parking spaces. The split details of the existing two carparks are listed in **Table 4-7**.

Table 4-7 Split Details of Carparks underneath Victoria Dockside development

Carpark Lot Location	No. of Car Parking Spaces for Commercial Use	No. of Reserved Car Parking Spaces	Total No. of Car Parking Spaces [1]
Victoria Dockside development (KIL 9844)	842	24 [1]	866
No. 12 Salisbury Road (KIL 10978)	210	40 [2]	250
Overall	**1,052**	**64**	**1,116**

Note: (1) Reserved parking for the Hotels (Rosewood Hotel Hong Kong, Rosewood Residences and K11 ARTUS) under Kowloon Inland Lot No. 9844.
(2) Reserved parking for Hong Kong Cultural Centre.

4.2.2 To review the current car parking demand of the Victoria Dockside development, the non-domestic carpark occupancy data records over a full year, from March 2024 to February 2025, are assessed which include "5-1 Labour Day Golden Week", summer holidays, "10-1 National Day Golden Week", Christmas, New Year, Chinese New Year, etc.

4.2.3 According to the occupancy data records, the peak utilization of non-domestic car parking was occurred at 15:00-16:00 hours on a typical Sunday in December 2024, with an overall occupancy of 690 private cars in the two carparks underneath Victoria Dockside development. The corresponding data records are presented in **Table 4-8.**

Table 4-8 Carpark Occupancy Data Record on Typical Peak Day

Carpark Lot Location	Provision of Commercial Use Parking Spaces	Observed Demand [1]	Vacancy	Occupancy Rate
Victoria Dockside development (KIL 9844)	842 [2]	572	270	67.9%
No. 12 Salisbury Road (KIL 10978)	210 [3]	118	132	56.2%
Overall	**1,052**	**690**	**402**	**65.6%**

Notes: (1) Carpark occupancy record of the Victoria Dockside development on 8th December 2024 (Sunday).
(2) Excluded the designated parking spaces (i.e. 24) for the Hotels.
(3) Excluded 40 nos. of reserved parking spaces for HKCC/LCSD.

4.2.4 As presented in **Table 4-8**, the highest demand for commercial car parking spaces in Victoria Dockside development (KIL 9844) was 572 nos. with an occupancy rate of 67.9%. The current private carpark of the Victoria Dockside development was not fully utilised with 270 car parking spaces still vacant during the peak hour on typical peak day.

4.3 Internal Parking and Servicing Provisions for the Proposed In-situ Conversion

HKPSG Recommendations for Proposed Residential Parking Provisions

4.3.1 To facilitate the proposed conversion, the parking provisions for residential use under the proposed in-situ conversion have been reviewed with reference to the proposed parameters and the prevailing requirement as stipulated in the latest Hong Kong Planning Standards and Guidelines (HKPSG). The corresponding recommendations on parking and servicing facilities for the proposed conversion are calculated and summarized in **Table 4-9**.

Table 4-9 HKPSG Recommendations on Parking and Servicing Provisions for the Proposed Conversion

<table>
<tr><th rowspan="2">Parking Facilities</th><th rowspan="2">No. of Units</th><th colspan="3">HKPSG Requirement</th><th rowspan="2">Required Provision</th></tr>
<tr><th>Flat Size (m²)</th><th>Parking Requirement (R1 x R2 x R3 x GPS)</th><th>Adj. Factor (R1)(1)</th></tr>
<tr><td rowspan="7">Residential Car Parking</td><td>0</td><td>≤ 40</td><td rowspan="6">GPS: 1 space per 4-7 flats with adjustment factors on flat sizes
R2 = 0.75 (within a 500m-radius of rail station)
R3 = 1.10 (Domestic Plot Ratio) (2)</td><td>0.5</td><td>0</td></tr>
<tr><td>13</td><td>40 < FS ≤ 70</td><td>1.2</td><td>2-4</td></tr>
<tr><td>48</td><td>70 < FS ≤ 100</td><td>2.4</td><td>14-24</td></tr>
<tr><td>46</td><td>100 < FS ≤ 130</td><td>4.1</td><td>23-39</td></tr>
<tr><td>20</td><td>130 < FS ≤ 160</td><td>5.5</td><td>13-23</td></tr>
<tr><td>78</td><td>≥ 160</td><td>7.0</td><td>65-113</td></tr>
<tr><td>1 block</td><td colspan="3">5 visitor parking spaces per block</td><td>5</td></tr>
<tr><td colspan="5">Total Car Parking Spaces</td><td>122-208</td></tr>
<tr><td colspan="2">Accessible Parking Space</td><td>122 –208 Spaces</td><td colspan="2">2 Spaces for 51 – 150 Parking Spaces
3 Spaces for 151 – 250 Parking Spaces</td><td>2 - 3 (3)</td></tr>
<tr><td colspan="2">Loading/ Unloading Bay</td><td>1 block</td><td colspan="2">1 bay per block</td><td>1</td></tr>
</table>

Notes: (1) Demand Adjustment Ratio (R1) on flat size according to the latest HKPSG requirements.
(2) The Site Area of Victoria Dockside is 39,458m², while the proposed domestic GFA under the conversion is 33,358m². Hence, the domestic plot ratio is <2.0.
(3) Inclusive of the total car parking spaces.

Car Parking Spaces After the Proposed Conversion

4.3.2 Under the current land lease of KIL 9844, it is required to provide a total of 866 car parking spaces and this provision will remain unchanged under the proposed in-situ conversion.

4.3.3 Meanwhile, a total of 1,116 car parking spaces are currently available in the carparks of KIL 9844 and KIL 10978, serving both sites. Since the application site is located at Tsim Sha Tsui district, which has a high demand for commercial parking, it is proposed to maintain the upper-end parking standard for commercial uses as recommended by the HKPSG. According to the calculation in **Appendix D**, an overall of 887 car parking spaces is required to serve the commercial portions (including hotel, office, and retail) of KIL 9844 and KIL 10978, based on the upper-end HKPSG provision.

4.3.4 Taking into the account the existing 210 commercial car parking spaces at KIL 10978 (as shown in **Table 4-7**), it is suggested that 677 commercial car parking spaces be allocated at the carpark of KIL 9844 under the proposed conversion, to offer an overall of 886 car parking

spaces (i.e. 677 + 210 = 887) in accordance with the upper-end HKPSG provision for commercial uses of both sites.

4.3.5 After allocating 677 commercial car parking spaces, it is proposed that the remaining 189 car parking spaces in KIL 9844 (i.e. 866 – 677 = 189) be designated for residential use. This proposed provision will still gear towards the upper-end requirement as recommended in HKPSG.

4.3.6 A summary of the proposed provision of car parking spaces in the carparks underneath Victoria Dockside Development following the proposed conversion is provided in **Table 4-10**.

Table 4-10 Summary on Proposed Car Parking Spaces after the Proposed Conversion

Uses		Proposed Parking Provision	
KIL 9844	Residential Use	189	866 (3)
	Commercial Use	677 (2)	
KIL 10978	Reserved Parking Spaces (1)	40	250 (3)
	Commercial Use	210 (2)	
Total		**1,116**	

Remarks: (1) Reserved parking for Hong Kong Cultural Centre under service agreement.
(2) An overall of 887 car parking spaces to be provided for commercial portions of KIL 9844 and KIL 10978, meeting the upper-end parking standard from HKPSG as calculated in **Appendix D**.
(3) Respective provisions under lease requirements.

Loading / Unloading Bays after the Proposed Conversion

4.3.7 The lease of KIL 9844 requires the provision of 70 loading/unloading bays serving the Victoria Dockside development. With reference to the HKPSG, the required number of loading/unloading bays for the Premises will be reduced from three to one under the proposed conversion from hotel use to residential use. Although this conversion results in a reduced servicing requirement, it is proposed to maintain the total provision of 70 loading/unloading bays unchanged under the in-situ conversion proposal.

4.4 Availability of Existing Carpark for the Proposed In-situ Conversion

4.4.1 Referring to the discussion in *Section 4.3*, it is proposed to allocate 189 car parking spaces for residential use under the proposed in-situ conversion.

4.4.2 Considering the spare capacity of the existing car parking spaces within Victoria Dockside development (KIL 9844), i.e. 270 nos. as derived in **Table 4-8**, it is anticipated that the existing vacant car parking spaces can adequately justify the allocation of car parking spaces (i.e. 189 nos.) for the residential use under the in-situ conversion, as required by HKPSG.

4.4.3 The parking space vacancy as observed at the carpark of the adjacent KIL 10978 (which is internally connected to the carpark of Victoria Dockside development), as shown in **Table 4-8**, would also sufficiently serve the car parking needs in the district, which is highly accessible.

4.5 Public Transport and Pedestrian Facilities

4.5.1 To review the pedestrian trips generated by the proposed conversion scheme, reference has been made to Travel Characteristics Survey 2011 (TCS 2011) published by Transport Department. The anticipated pedestrian demand in morning peak for the proposed residential use upon in-situ conversion, is derived in **Table 4-11**.

Table 4-11 Anticipated Pedestrian Demand of Proposed Conversion

Site	Average household size (person/unit) (1)	Average daily mechanized trips per person (2)	Peak hour factor (3)	Peak hour two-way merchandised trips per unit (trips/hr/unit) (4)	Peak hour transport demand (trips/hr)
Proposed Residential Use (205 units)	3.1	1.83	20%	1.13	233

Notes:
(1) A persons-per-flat ratio of 3.1 is assumed, with reference to the 2021 Population Census.
(2) Average daily mechanised trips per person as extracted from TCS 2011.
(3) Weekday morning peak hour factor for all merchandised trips of 20% as a conservative approach (with reference to TCS 2011).
(4) Calculated as 3.1 x 1.83 x 20% = 1.13 trips/hr/unit.

4.5.2 Based on the calculation in **Table 4-11**, it is anticipated that the proposed conversion would generate approximately 233 two-way merchandised trips in the morning peak hour.

4.5.3 Given its well-served public transport facilities within 400m walking distance (as discussed in Section 2.3, including direct underground walkways connection to the railway station and nearby transport interchanges, the impact to the public transport and pedestrian facilities after the proposed in-situ conversion would be minimal.

4.6 Traffic Enhancement Proposal

Proposed Junction Enhancement at Chatham Road South / Salisbury Road (J4)

4.6.1 Under the current signalised junction layout of identified key junction J4 - Chatham Road South / Salisbury Road, cautionary pedestrian crossing is provided across the vehicular access of the Victoria Dockside development with no pedestrian light signal control (i.e. without separate pedestrian phase provided), as shown in **Drawing No. 3.5**. Pedestrians are required to observe the approaching vehicular traffic and wait for appropriate safe gap to cross the road without right of way.

4.6.2 To enhance the safety of pedestrians, it is proposed to convert the subject cautionary crossing into signalised controlled crossing with staggered refuge island. The method of control of junction J4 will be modified to include the dedicated pedestrian phase. The proposed junction layout for junction J4 is illustrated in **Drawing No. 4.1**.

4.6.3 Based on the proposed junction enhancement, the operational performance of junction J4 has been assessed and the results are presented in **Table 4-12**.

Table 4-12 Operational Performance of Junction J4 with Proposed Junction Enhancement in Year 2032

Ref.[1]	Junctions	Reserve Capacity [2]					
		Reference Scenario			Design Scenario		
		Weekday		Weekend Peak	Weekday		Weekend Peak
		AM Peak	PM Peak		AM Peak	PM Peak	
J4	Salisbury Road / Chatham Road South [3]	55%	47%	21%	55%	47%	21%

Remarks: (1) Junction locations refer to **Drawing No. 3.1**.
(2) The operational performance of a signal junction is represented in Reserve Capacity (RC), which is defined as overloaded while the RC is less than 0%.
(3) Based on the proposed junction layout as illustrated in **Drawing No. 4.1**.

4.6.4 The results in **Table 4-12** have revealed that junction J4 would still operate within capacity with the proposed junction enhancement in year 2032.

5. SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 The Victoria Dockside development is located at No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon. Under the current in-situ conversion proposal, the existing hotel-like serviced apartment K11 ARTUS is proposed to be converted to 205 nos. of units under "Flat" use by year 2029.

5.1.2 Vehicular accesses for the Victoria Dockside development (including the Premises) are located on Salisbury Road. It is proposed to remain the vehicular accesses without any interruption upon the proposed in-situ conversion.

5.1.3 Under the current land lease of KIL 9844, it is required to provide a total of 866 car parking spaces and such provision would remain unchanged under the proposed in-situ conversion. It is proposed to allocate 189 car parking spaces for residential use, approaching the upper-end of parking provision as recommended in the HKPSG, while the remainder will be provided for the remaining commercial uses (including hotel, office and retail).

5.1.4 The occupancy assessment of the internal parking facilities revealed a surplus of 270 car parking spaces within the Victoria Dockside development during typical peak days. This surplus was recorded over a full year, from March 2024 to February of 2025. This availability of parking spaces is expected to sufficiently meet the residential parking requirement for the in-situ conversion as required by HKPSG.

5.1.5 The lease of KIL 9844 requires the provision of 70 loading/unloading bays serving the Victoria Dockside development. With reference to the HKPSG, the required number of loading/unloading bays for the Premises will be reduced from three to one under the proposed conversion from hotel use to residential use. Although this conversion results in a reduced servicing requirement, it is proposed to maintain the total provision of 70 loading/unloading bays unchanged under the in-situ conversion proposal.

5.1.6 The design year of 2032 has been adopted for traffic forecast and assessment purposes. The future traffic forecasts have taken into consideration of traffic growth, planned developments in the concerned local road network and the estimated trip generations during the peak under the proposed conversion would be similar as compared to the existing used. Thus, it is anticipated that the traffic impact imposed by the proposed conversion would be minimal.

5.1.7 Operational performance of the identified key local junctions and road links has been assessed based on the existing and future traffic flows under reference and design scenarios. It is revealed that the junctions and road links would operate with adequate capacities with minimal impact in future.

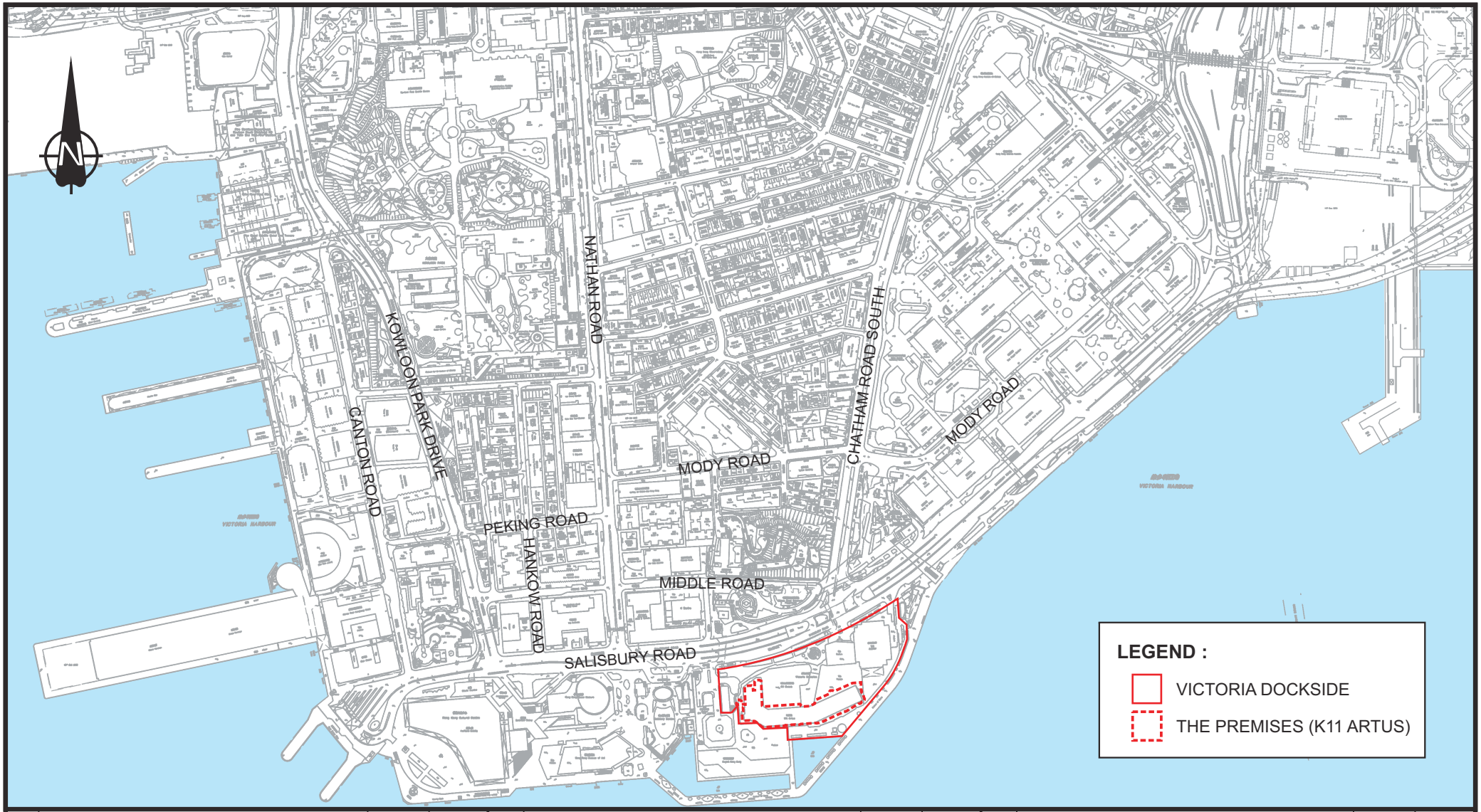
5.1.8 The proposed residential use upon conversion is expected to generate 233 two-way pedestrian trips during the peak hours. Given its well-served public transport connectivity, including direct underground walkways to the railway station and nearby transport interchanges, the impact to the public transport and pedestrian facilities after the proposed in-situ conversion would be minimal.

5.1.9 Last but not least, it is proposed to convert the cautionary crossing at the junction of Chatham Road South / Salisbury Road into signalised controlled crossing with staggered refuge island as a traffic enhancement measure under the in-situ conversion proposal. The enhancement layout has been reviewed and justified from traffic engineering view point.

5.2 Conclusion

5.2.1 In conclusion, this traffic impact assessment has demonstrated that the proposed in-situ conversion would not cause adverse traffic impact and is considered acceptable in traffic terms.

REPORT DRAWINGS



Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

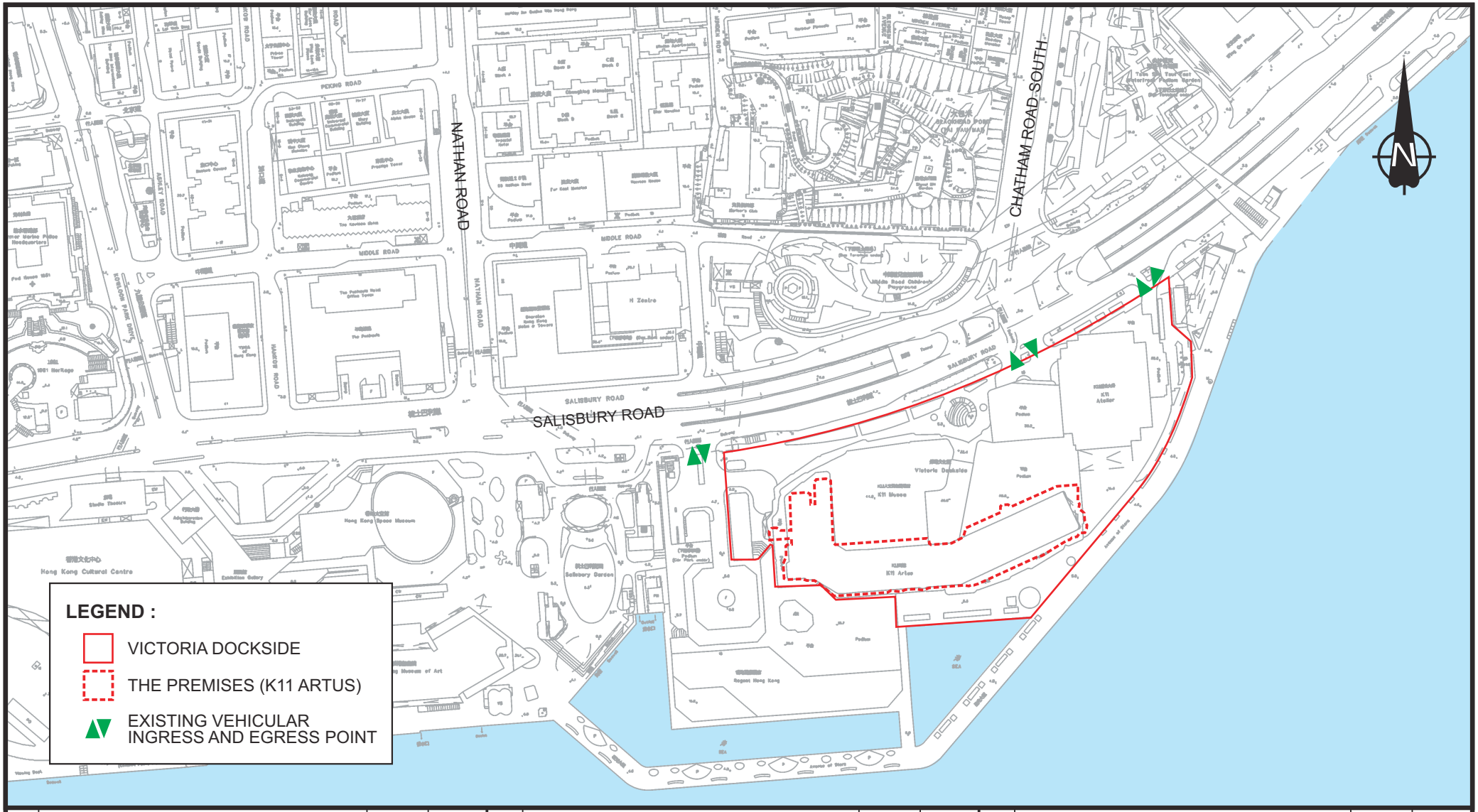
LOCATION OF THE APPLICATION PREMISES

Designed	Checked	Scale	Date	Drawing No.	Rev.
WKY	CCN	NTS	FEB 2025	2.1	-

SYSTRA MVA

CHK50831710/TIA/F21.CDR/LLH/12FEB25

Original Size : A4



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Rev.	Description	Checked	Date
-	-	-	-

Rev.	Description	Checked	Date
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

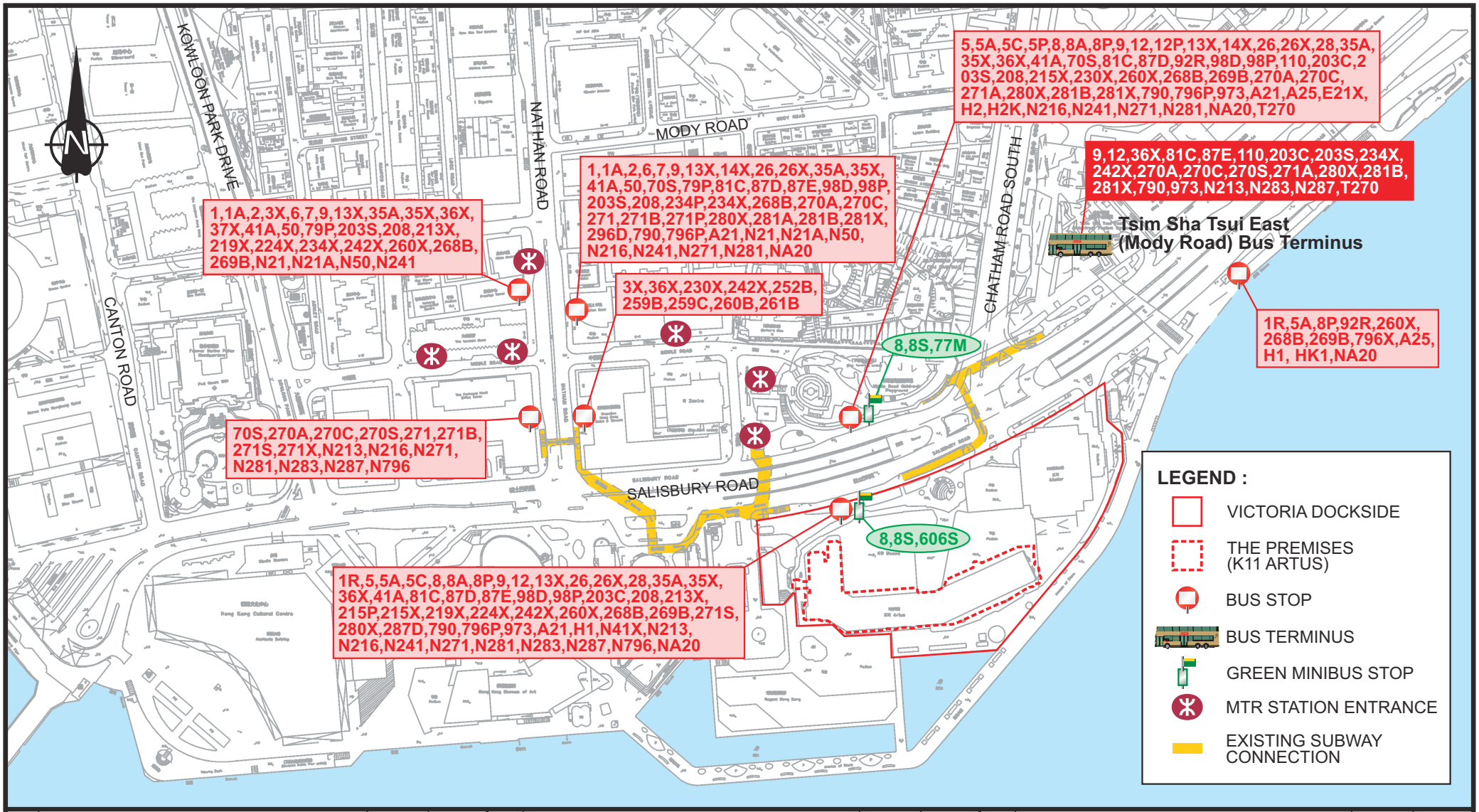
LOCATION OF DEVELOPMENT VEHICULAR ACCESSES

Designed	Checked	Scale	Date	Drawing No.	Rev.
WKY	CCN	NTS	FEB 2025	2.2	-

SYSTRA MVA

CHK50831710/TIA/F22.CDR/LLH/12FEB25

Original Size : A4



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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

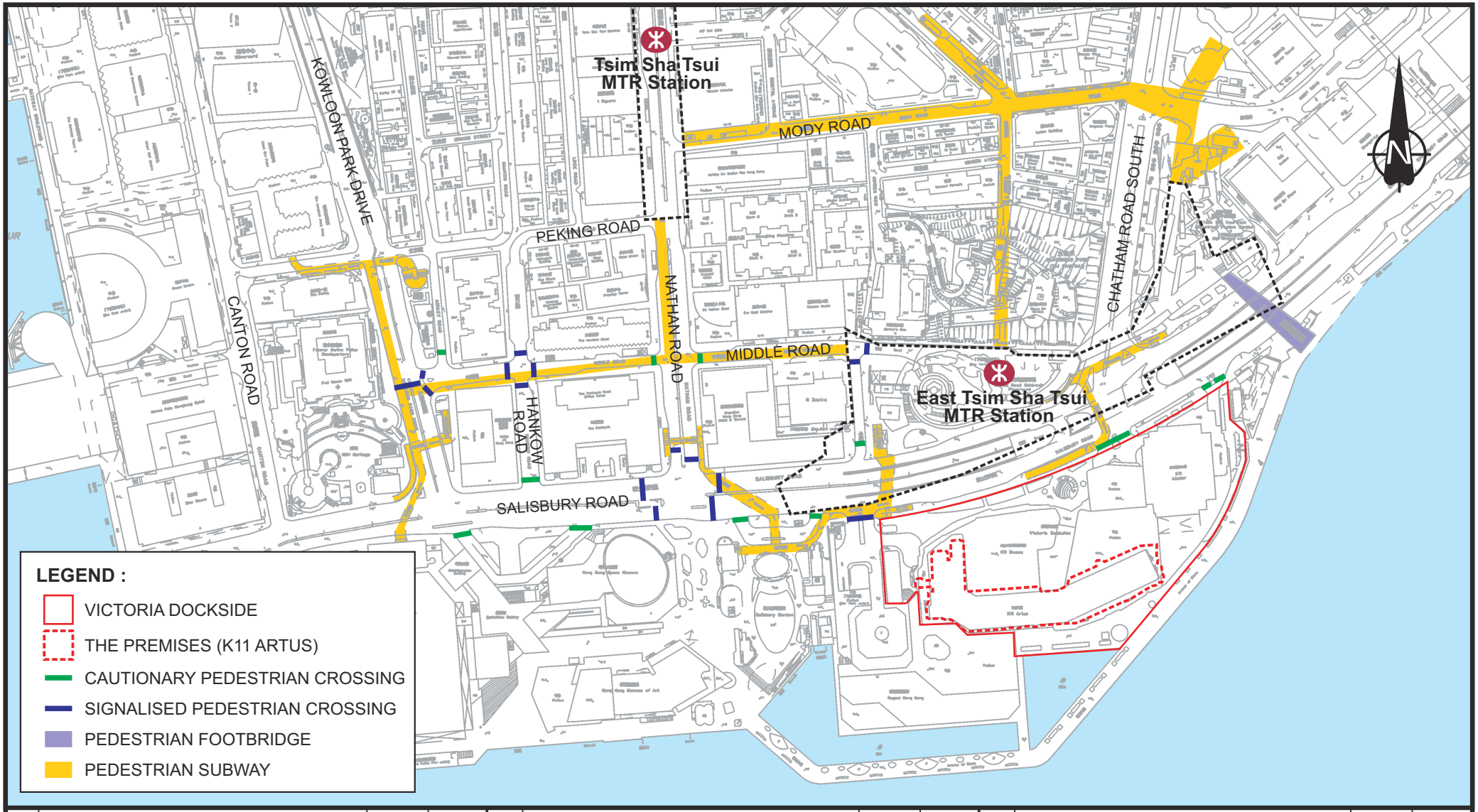
EXISTING PUBLIC TRANSPORT SERVICES IN THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
WKY	CCN	NTS	FEB 2025	2.3	-

SYSTRA MVA

CHK50831710/TIA/F23.CDR/LLH/12FEB25

Original Size : A4



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Rev.	Description	Checked	Date
-	-	-	-

Rev.	Description	Checked	Date
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

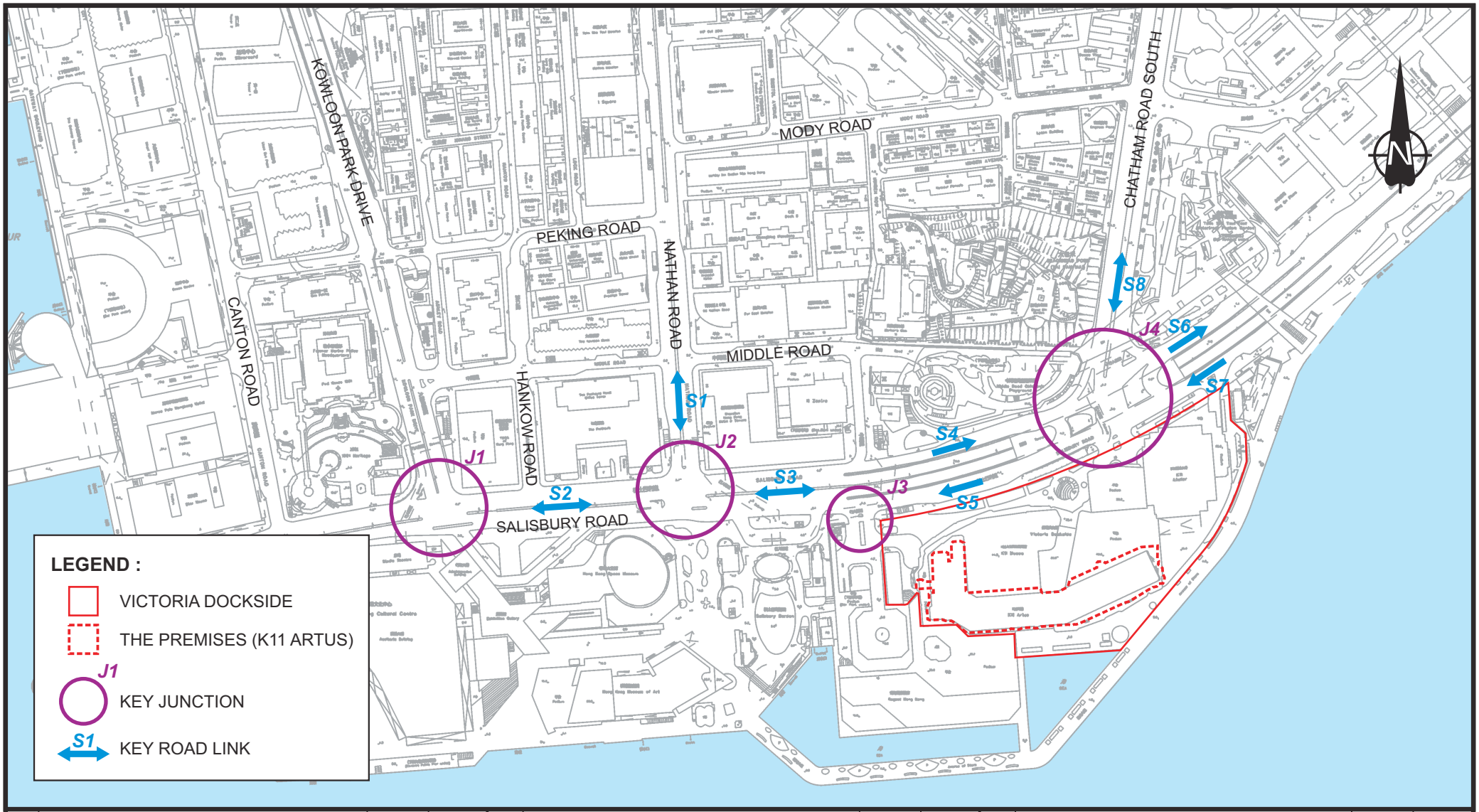
EXISTING PEDESTRIAN FACILITIES IN THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
WKY	CCN	NTS	FEB 2025	2.4	-

SYSTRA MVA

CHK50831710/TIA/F24.CDR/LLH/13FEB25

Original Size : A4



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Rev.	Description	Checked	Date
-	-	-	-

Rev.	Description	Checked	Date
-	-	-	-

Project Title

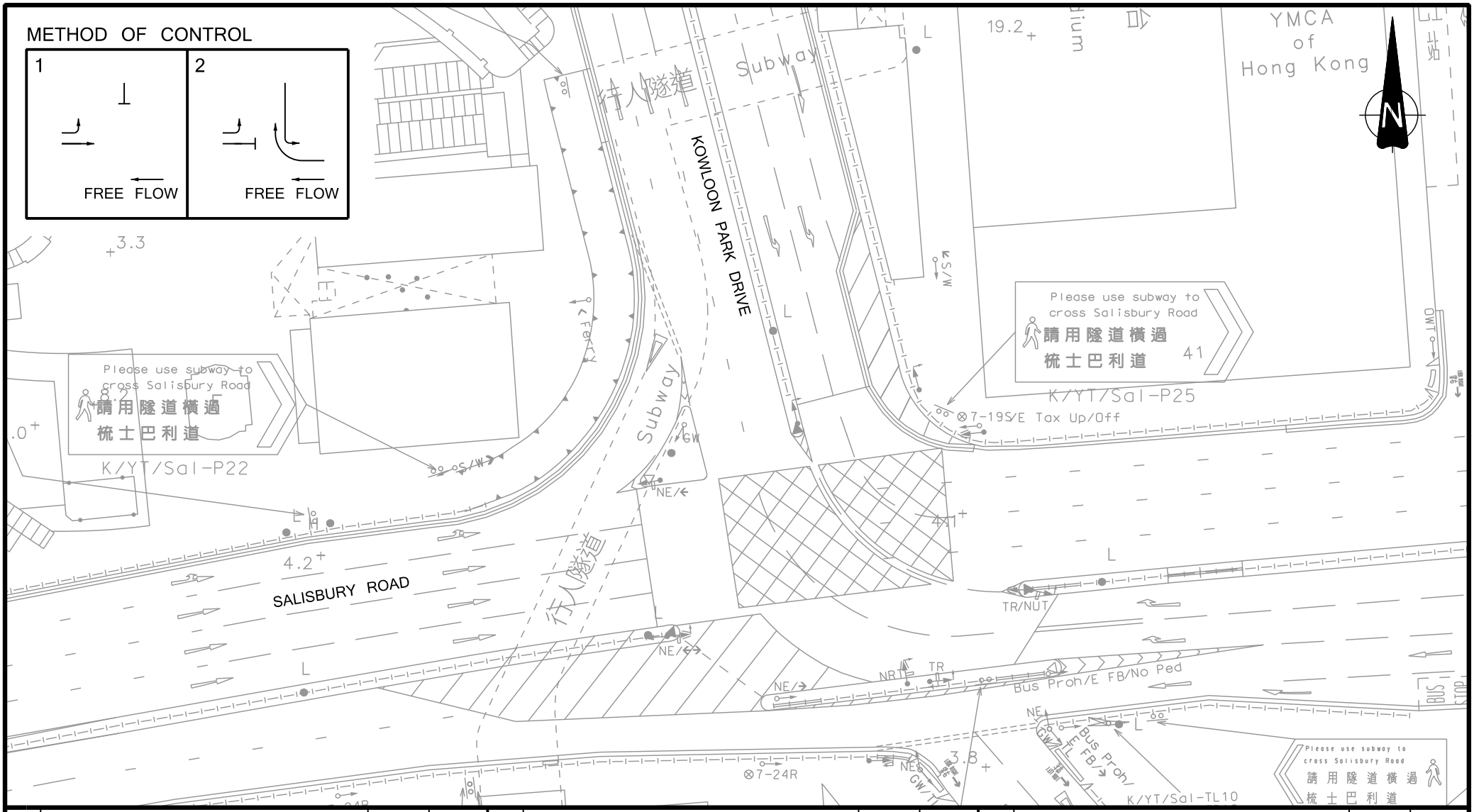
TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

IDENTIFIED KEY JUNCTIONS

Designed	Checked	Scale	Date	Drawing No.	Rev.
DKH	CCN	NTS	SEP 2025	3.1	-

SYSTRA MVA



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Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date

Project Title

TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

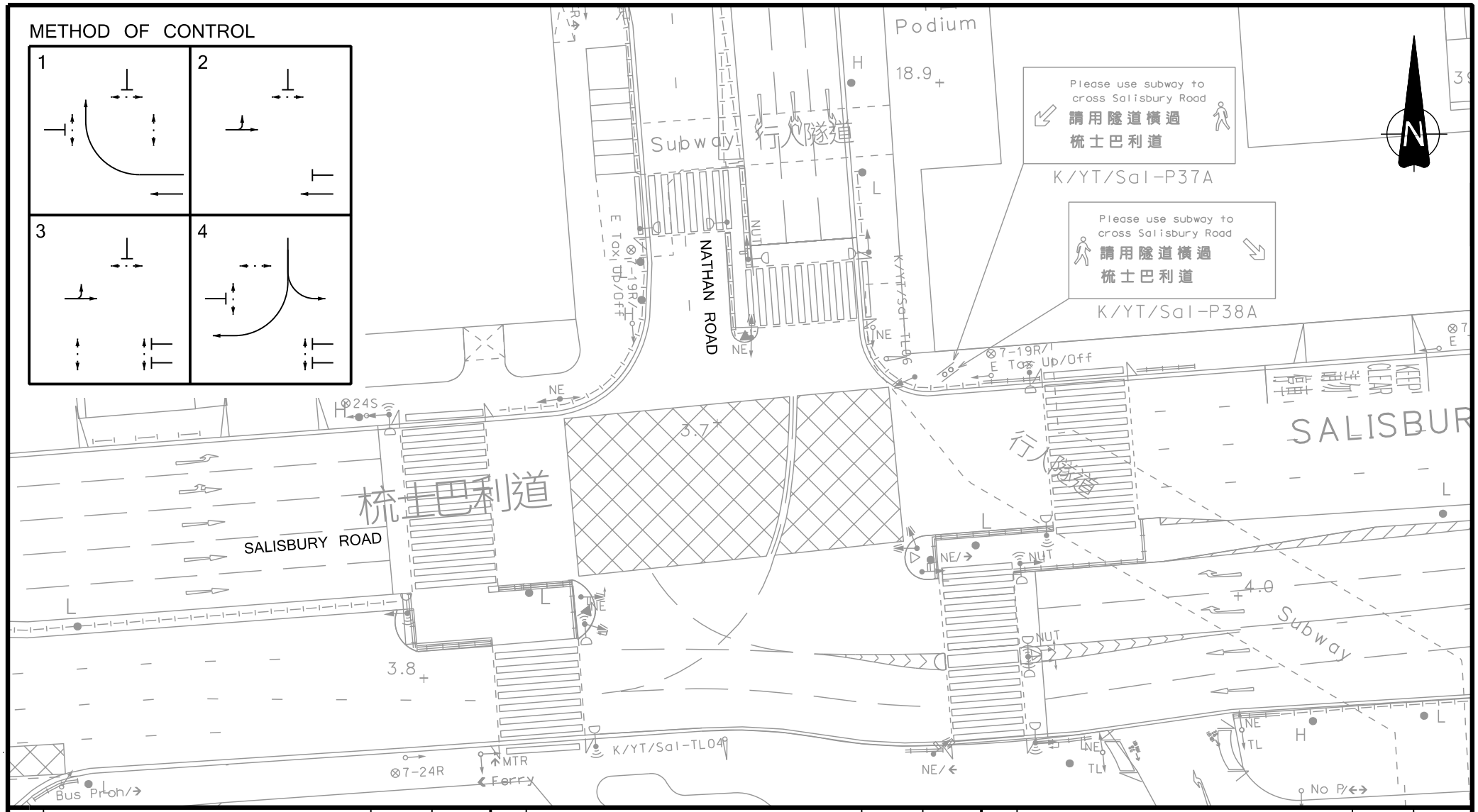
EXISTING JUNCTION LAYOUT OF KOWLOON PARK DRIVE / SALISBURY ROAD (J1)

Designed	Checked	Scale	Date	Drawing No.	Rev.
WKY	CCN	1:500(A4)	SEP 2025	3.2	-

SYSTRA MVA

CHK50831710/TIA/F32.DGN/CKC/19SEP25

Original Size : A4



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Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date

Project Title

TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

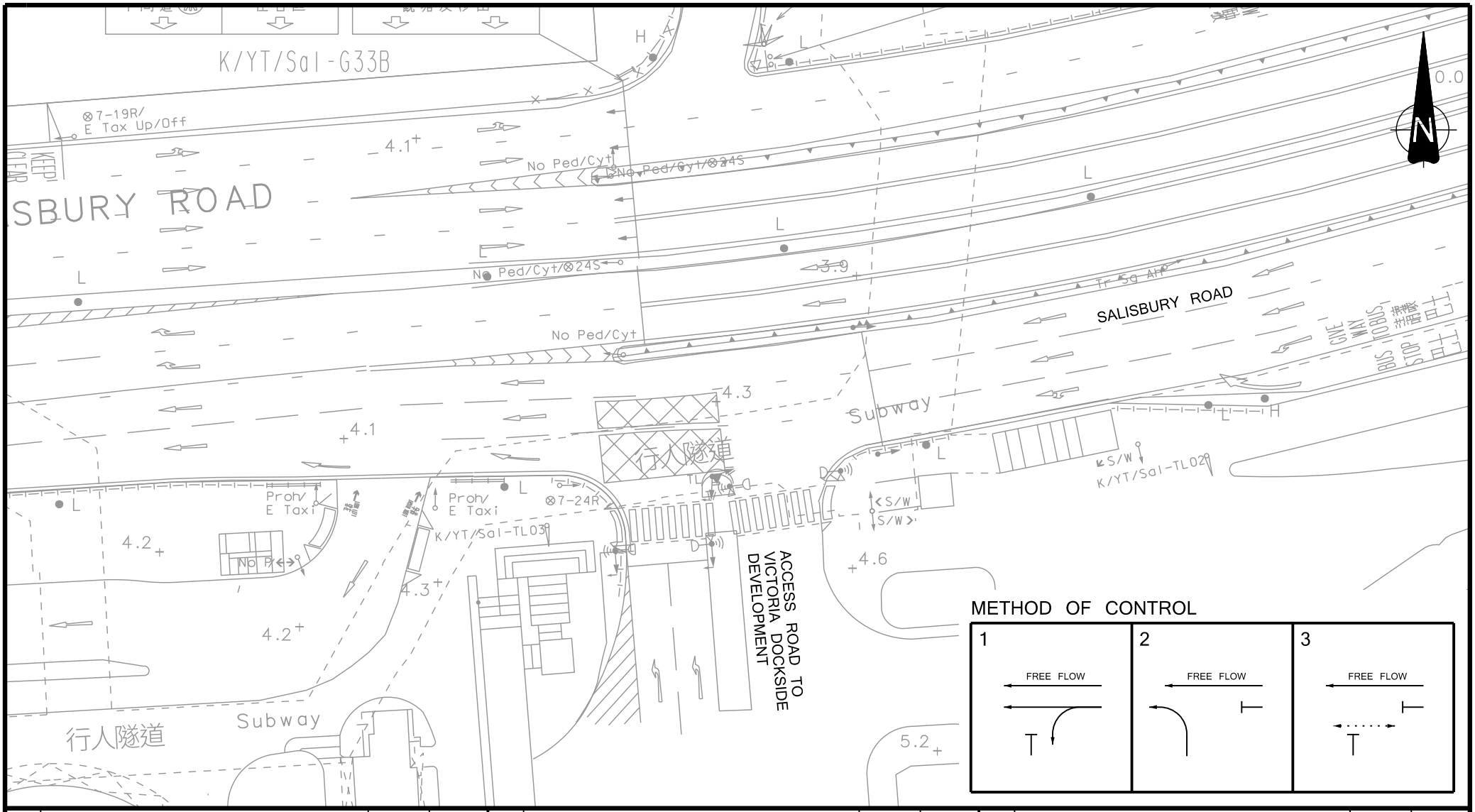
EXISTING JUNCTION LAYOUT OF NATHAN ROAD / SALISBURY ROAD (J2)

Designed	Checked	Scale	Date	Drawing No.	Rev.
WKY	CCN	1:500(A4)	SEP 2025	3.3	-

SYSTRA MVA

CHK50831710/TIA/F33.DGN/CKC/19SEP25

Original Size : A4



Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR
VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

EXISTING JUNCTION LAYOUT OF SALISBURY ROAD / ACCESS ROAD TO VICTORIA DOCKSIDE DEVELOPMENT (J3)

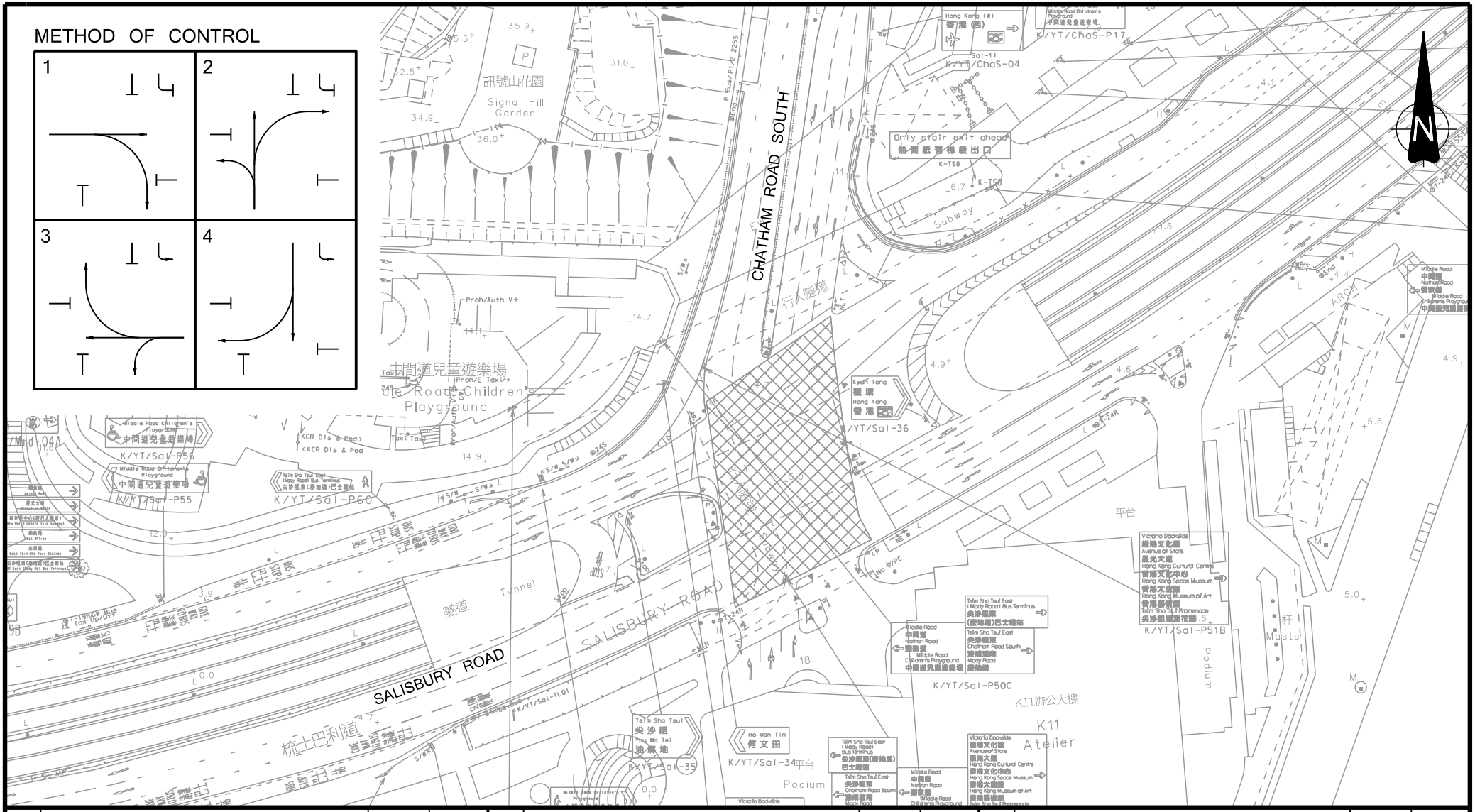
Designed	Checked	Scale	Date	Drawing No.	Rev.
WKY	CCN	1:500(A4)	SEP 2025	3.4	-

SYSTRA MVA

CHK50831710/TIA/F34.DGN/CKC/19SEP25

Original Size : A4

METHOD OF CONTROL



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Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date

Project Title

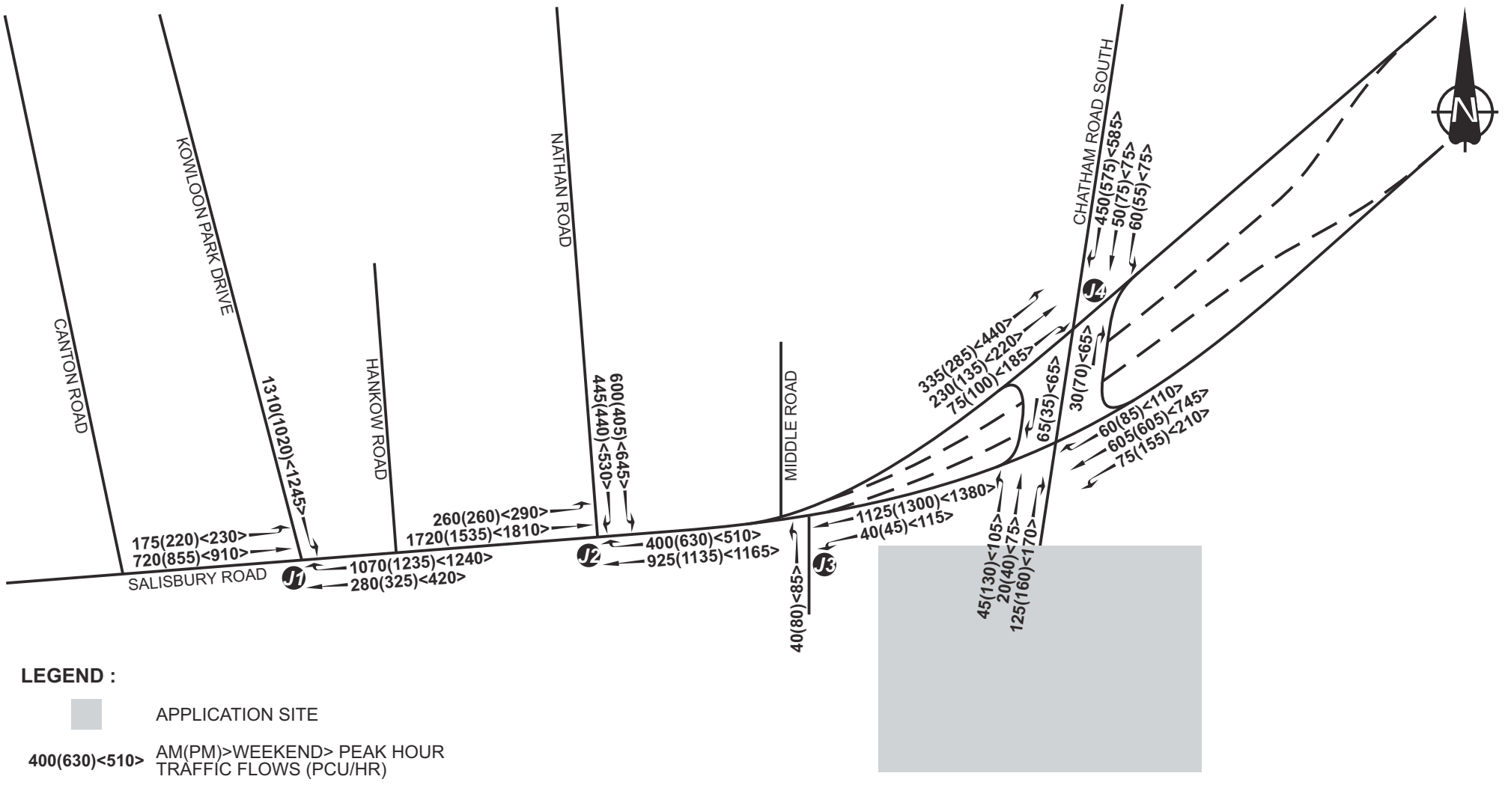
TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

EXISTING JUNCTION LAYOUT OF CHATHAM ROAD SOUTH / SALISBURY ROAD (J4)

Designed	Checked	Scale	Date	Drawing No.	Rev.
WKY	CCN	1:1000(A4)	SEP 2025	3.5	-

SYSTRA MVA



LEGEND :

APPLICATION SITE

400(630)<510> AM(PM)>WEEKEND> PEAK HOUR TRAFFIC FLOWS (PCU/HR)

Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

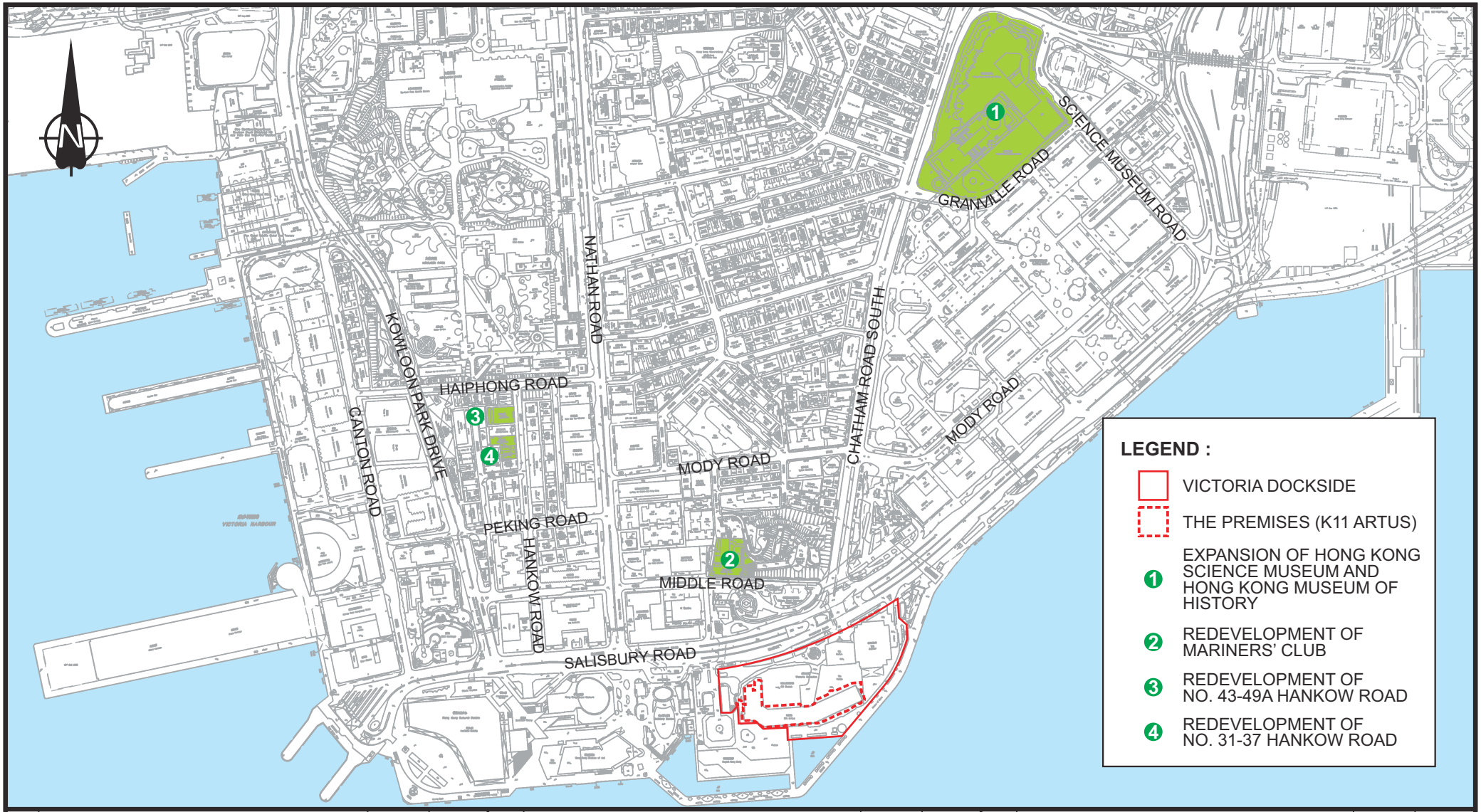
YEAR 2024 OBSERVED TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
DKH	CCN	NTS	SEP 2025	3.6	-

SYSTRA MVA

CHK50831710/TIA/F36.CDR/LLH/18SEP25

Original Size : A4



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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

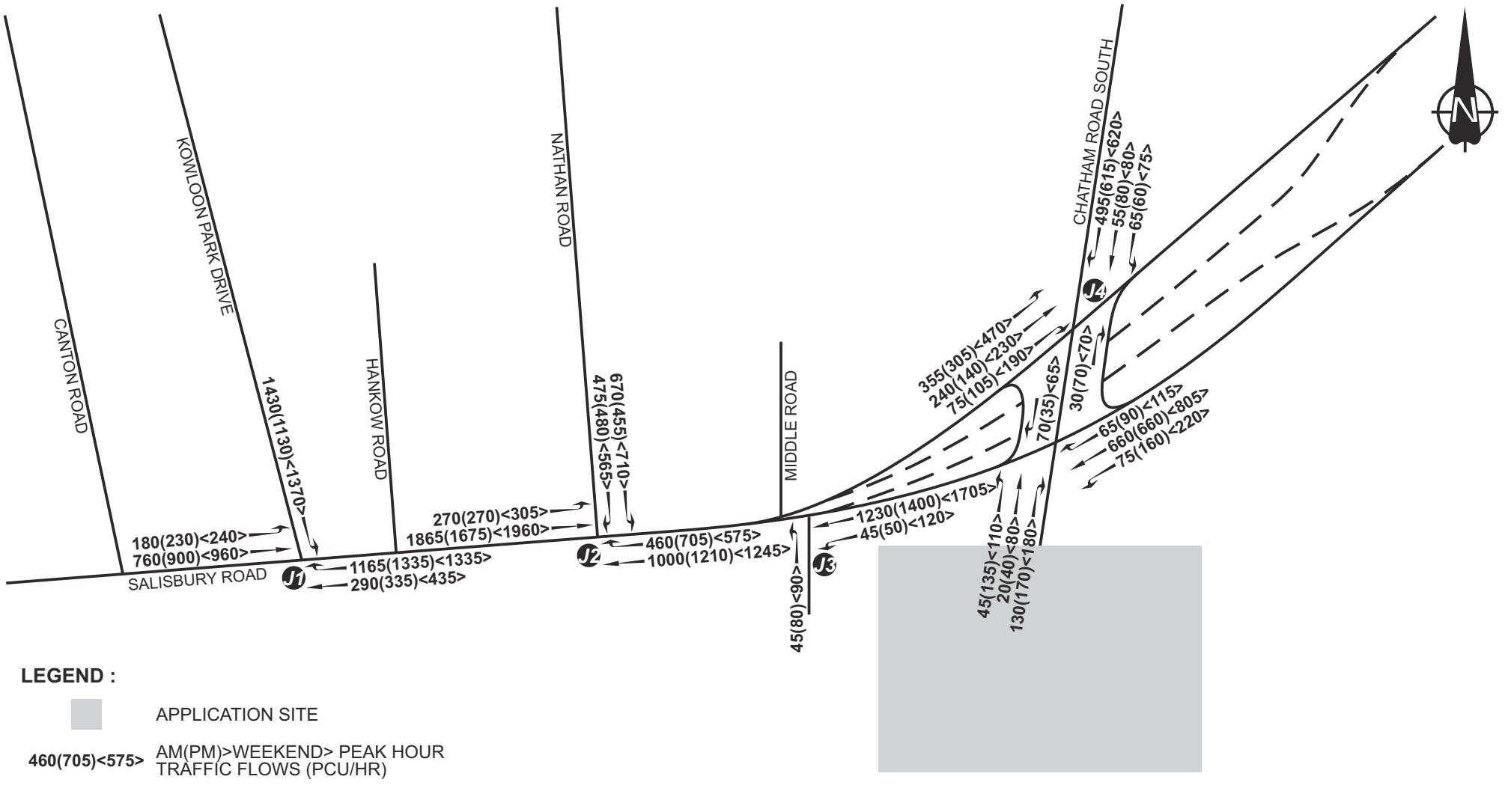
LOCATION OF PLANNED DEVELOPMENTS IN THE VICINITY

Designed	Checked	Scale	Date	Drawing No.	Rev.
DKH	CCN	NTS	SEP 2025	3.7	-

SYSTRA MVA

CHK50831710/TIA/F37.CDR/LLH/18SEP25

Original Size : A4



Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR
VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

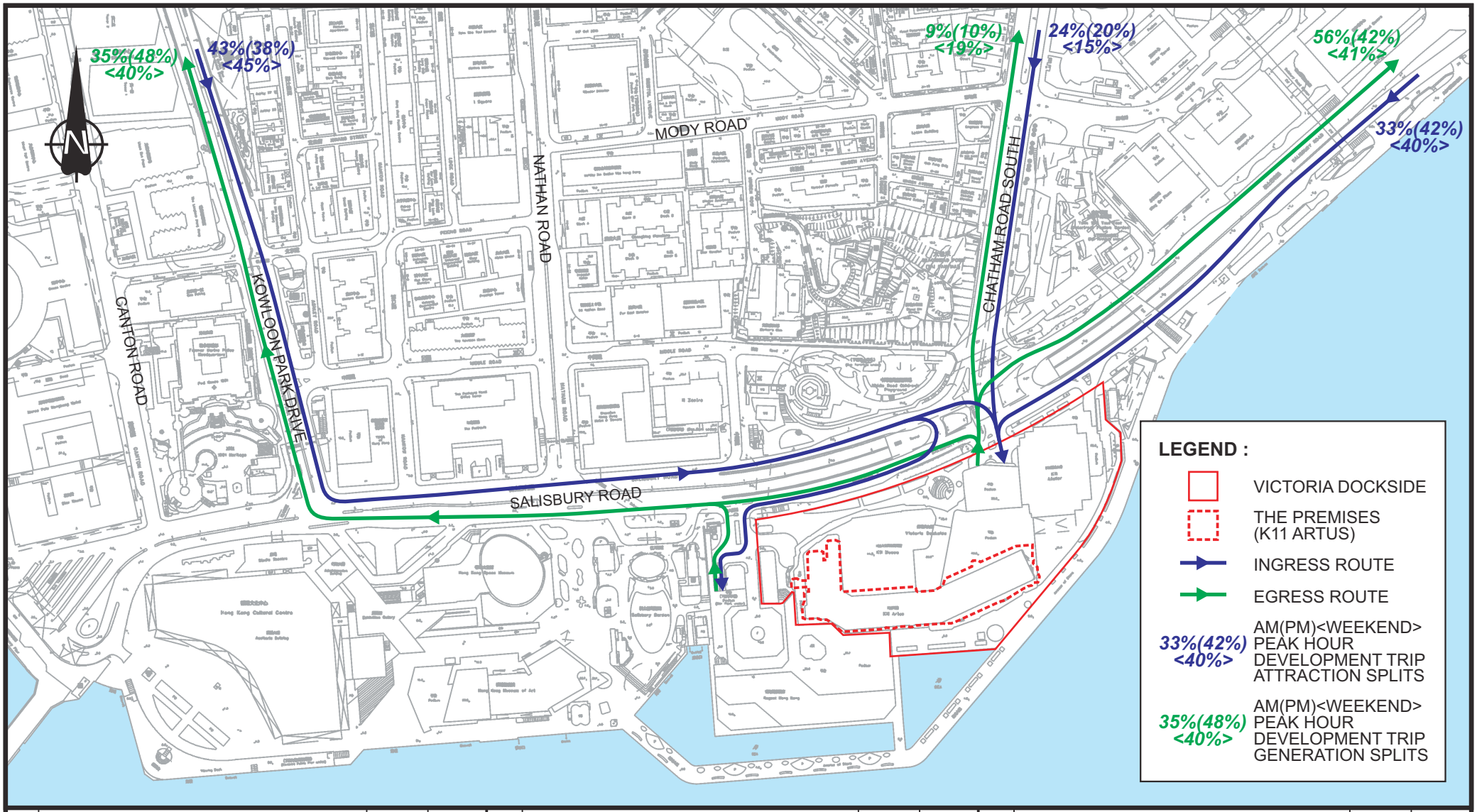
YEAR 2032 REFERENCE TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
DKH	CCN	NTS	SEP 2025	3.8	-

SYSTRA MVA

CHK50831710/TIA/F38.CDR/LLH/18SEP25

Original Size : A4



Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR
VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

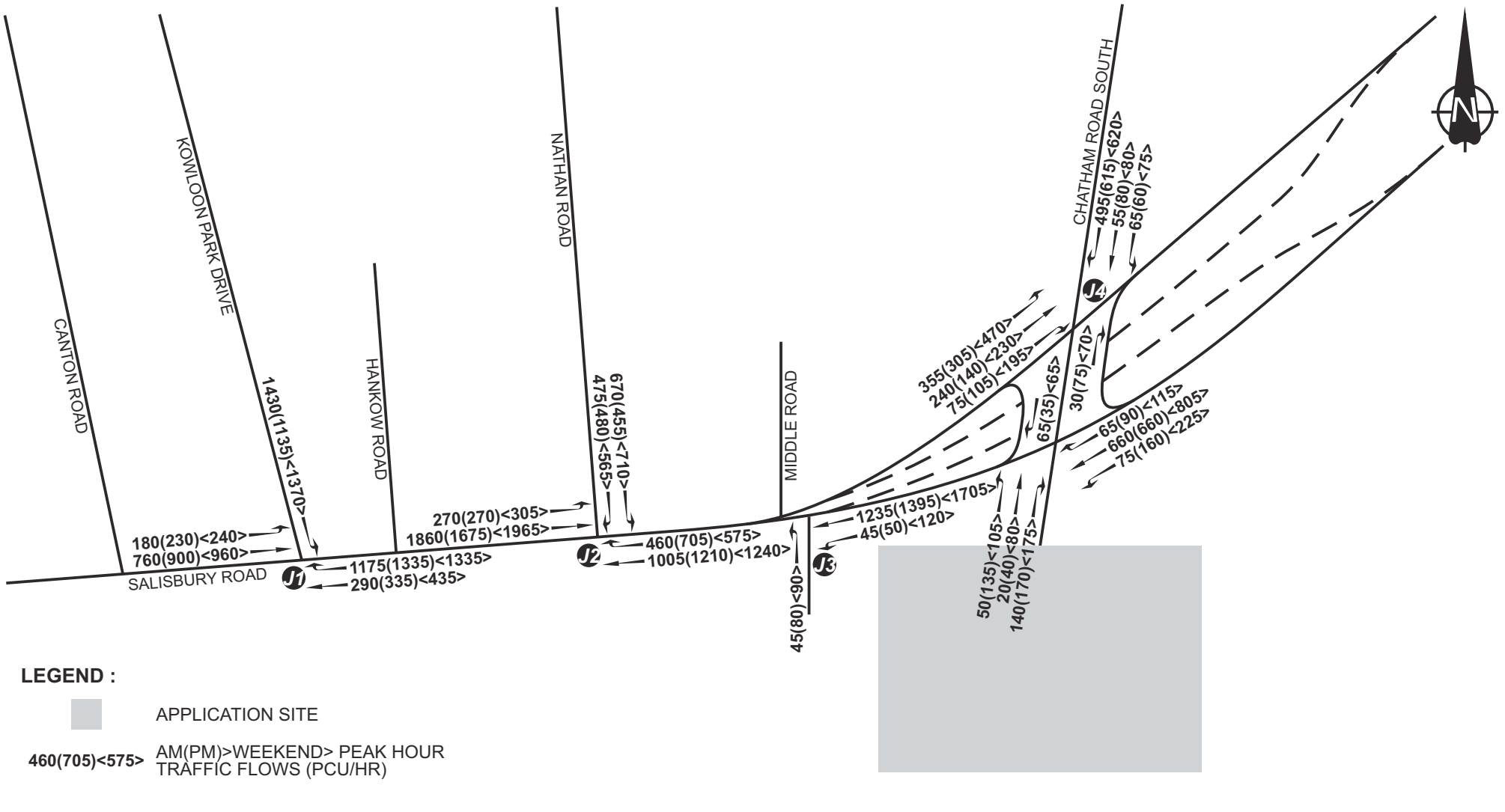
ANTICIPATED SPLIT DISTRIBUTIONS OF TRAFFIC FLOWS UPON PROPOSED IN-SITU CONVERSION

Designed	Checked	Scale	Date	Drawing No.	Rev.
DKH	CCN	NTS	SEP 2025	3.9	-

SYSTRA MVA

CHK50831710/TIA/F39.CDR/LLH/18SEP25

Original Size : A4



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Rev.	Description	Checked	Date
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Rev.	Description	Checked	Date
-	-	-	-

Project Title

TRAFFIC CONSULTANCY SERVICES FOR
VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

YEAR 2032 DESIGN TRAFFIC FLOWS

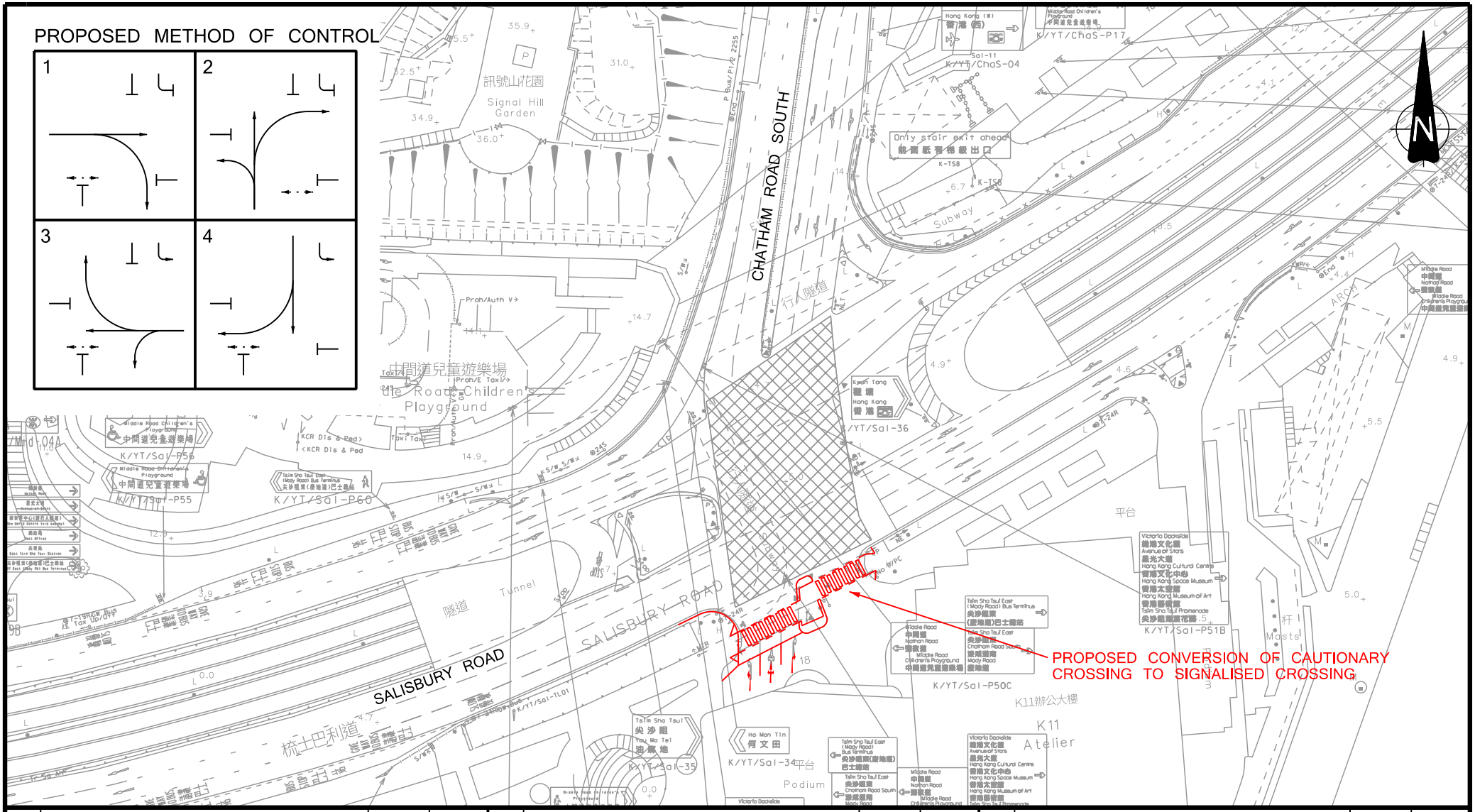
Designed	Checked	Scale	Date	Drawing No.	Rev.
DKH	CCN	NTS	SEP 2025	3.10	-

SYSTRA MVA

CHK50831710/TIA/F310.CDR/LLH/18SEP25

Original Size : A4

PROPOSED METHOD OF CONTROL



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Rev.	Description	Checked	Date	Rev.	Description	Checked	Date	Rev.	Description	Checked	Date

Project Title

TRAFFIC CONSULTANCY SERVICES FOR VICTORIA DOCKSIDE, TSIM SHA TSUI

Drawing Title

POTENTIAL JUNCTION ENHANCEMENT AT CHATHAM ROAD SOUTH / SALISBURY ROAD (J4)

Designed	Checked	Scale	Date	Drawing No.	Rev.
WKY	CCN	1:1000(A4)	SEP 2025	4.1	-

SYSTRA MVA

CHK50831710/TIA/F41.DGN/CKC/19SEP25

Original Size : A4

APPENDIX A –
JUNCTION CALCULATION SHEETS

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J1 - Salisbury Road / Kowloon Park Drive Design Year: 2024

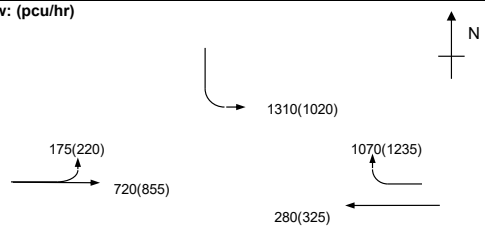
Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road	↑→	A	1	3.250	20			87%	91%	1820	1815	202	0.111		242	0.133	
EB	→	A	1	3.250						2080	2080	231	0.111	0.111	278	0.134	0.134
	→	A	1	3.250						2080	2080	231	0.111		278	0.134	
	→	A	1	3.250						2080	2080	231	0.111		277	0.133	
Kowloon Park Drive	↳	C	2	3.600	10					1715	1715	625	0.364		487	0.284	
SB	↳	C	2	3.600	12					1880	1880	685	0.364		533	0.284	
Salisbury Road	←	D	1,2	3.800						1995	1995	280	0.140		325	0.163	
WB	↑←	B	2	3.000		17				1320	1320	535	0.405	0.405	618	0.468	0.468
	↑←	B	2	3.000		17				1320	1320	535	0.405		617	0.467	

Notes:

* Site factor of 0.7 is applied to the capacity for the two right-turn lanes of Salisbury Road WB.

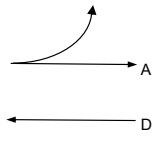
Traffic Flow: (pcu/hr)



Group	A,C	A,B	Group	A,C	A,B
y	0.475	0.516	y	0.418	0.602
L (sec)	10	13	L (sec)	10	13
C (sec)	130	130	C (sec)	130	130
y pract.	0.831	0.810	y pract.	0.831	0.810
R.C. (%)	75%	57%	R.C. (%)	99%	35%

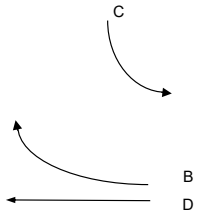
Stage / Phase Diagrams

1.



(Free Flow)

2.



(Free Flow)

4.

5.

I/G= 10		I/G= 5		I/G=		I/G=	
I/G= 10		I/G= 5		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J1 Salisbury Road / Kowloon Park Drive

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J1 - Salisbury Road / Kowloon Park Drive Design Year: 2024

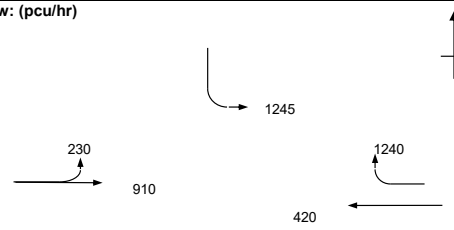
Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekend Noon Peak		Revised Saturation Flow (pcu/hr) Weekend Noon Peak		Weekend Noon Peak Flow (pcu/hr)	y Value	Critical y
Salisbury Road	↑→	A	1	3.250	20			89%		1820		257	0.141	
EB	→	A	1	3.250						2080		294	0.141	
	→	A	1	3.250						2080		294	0.141	
	→	A	1	3.250						2080		295	0.142	0.142
Kowloon Park Drive	↳	C	2	3.600	10					1715		594	0.346	
SB	↳	C	2	3.600	12					1880		651	0.346	
Salisbury Road	←	D	1,2	3.800						1995		420	0.211	
WB	↰	B	2	3.000		17				1320		620	0.470	0.470
	↰	B	2	3.000		17				1320		620	0.470	

Notes:

* Site factor of 0.7 is applied to the capacity for the two right-turn lanes of Salisbury Road WB.

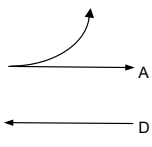
Traffic Flow: (pcu/hr)



Group	A,C	A,B
y	0.488	0.612
L (sec)	10	13
C (sec)	130	130
y pract.	0.831	0.810
R.C. (%)	70%	32%

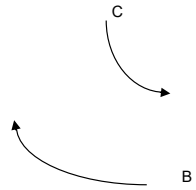
Stage / Phase Diagrams

1.



(Free Flow)

2.



(Free Flow)

4.

5.

I/G= 10		I/G= 5		I/G=		I/G=	
I/G=		I/G=		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J1 Salisbury Road / Kowloon Park Drive

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J1 - Salisbury Road / Kowloon Park Drive Design Year: 2032

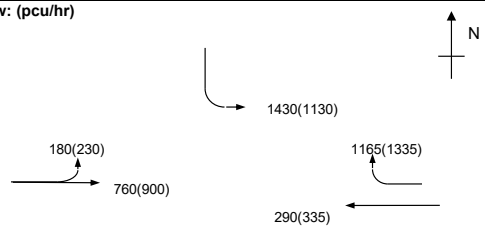
Description: 2032 - Reference Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road	↑→	A	1	3.250	20			85%	90%	1825	1815	213	0.117		255	0.140	0.140
EB	→	A	1	3.250						2080	2080	242	0.116		292	0.140	
	→	A	1	3.250						2080	2080	242	0.116		292	0.140	
	→	A	1	3.250						2080	2080	243	0.117	0.117	291	0.140	
Kowloon Park Drive	↳	C	2	3.600	10					1715	1715	682	0.398		539	0.314	
SB	↳	C	2	3.600	12					1880	1880	748	0.398		591	0.314	
Salisbury Road	←	D	1,2	3.800						1995	1995	290	0.145		335	0.168	
WB	↑←	B	2	3.000		17				1320	1320	583	0.442	0.442	668	0.506	0.506
	↑←	B	2	3.000		17				1320	1320	582	0.441		667	0.505	

Notes:

* Site factor of 0.7 is applied to the capacity for the two right-turn lanes of Salisbury Road WB.

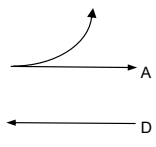
Traffic Flow: (pcu/hr)



Group	A,C	A,B	Group	A,C	A,B
y	0.515	0.558	y	0.455	0.647
L (sec)	10	13	L (sec)	10	13
C (sec)	130	130	C (sec)	130	130
y pract.	0.831	0.810	y pract.	0.831	0.810
R.C. (%)	61%	45%	R.C. (%)	83%	25%

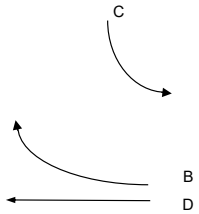
Stage / Phase Diagrams

1.



(Free Flow)

2.



(Free Flow)

4.

5.

I/G= 10		I/G= 5		I/G=		I/G=	
I/G= 10		I/G= 5		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J1 Salisbury Road / Kowloon Park Drive

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J1 - Salisbury Road / Kowloon Park Drive Design Year: 2032

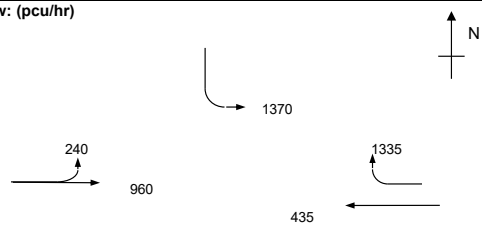
Description: 2032 - Reference Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekend Noon Peak		Revised Saturation Flow (pcu/hr) Weekend Noon Peak		Weekend Noon Peak Flow (pcu/hr)	y Value	Critical y
Salisbury Road	↑→	A	1	3.250	20			89%		1820		271	0.149	
EB	→	A	1	3.250						2080		310	0.149	0.149
	→	A	1	3.250						2080		310	0.149	
	→	A	1	3.250						2080		309	0.149	
Kowloon Park Drive	↳	C	2	3.600	10					1715		654	0.381	
SB	↳	C	2	3.600	12					1880		716	0.381	
Salisbury Road	←	D	1,2	3.800						1995		435	0.218	
WB	↰	B	2	3.000		17				1320		668	0.506	0.506
	↰	B	2	3.000		17				1320		667	0.505	

Notes:

* Site factor of 0.7 is applied to the capacity for the two right-turn lanes of Salisbury Road WB.

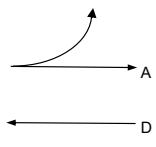
Traffic Flow: (pcu/hr)



Group	A,C	A,B
y	0.530	0.655
L (sec)	10	13
C (sec)	130	130
y pract.	0.831	0.810
R.C. (%)	57%	24%

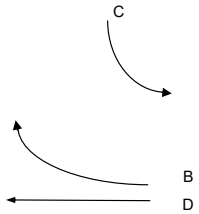
Stage / Phase Diagrams

1.



(Free Flow)

2.



(Free Flow)

4.

5.

I/G= 10		I/G= 5		I/G=		I/G=		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J1 Salisbury Road / Kowloon Park Drive

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J1 - Salisbury Road / Kowloon Park Drive Design Year: 2032

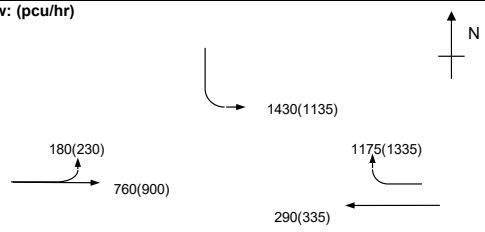
Description: 2032 - Design Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road	↑→	A	1	3.250	20			85%	90%	1825	1815	213	0.117		255	0.140	0.140
EB	→	A	1	3.250						2080	2080	242	0.116		292	0.140	
	→	A	1	3.250						2080	2080	242	0.116		292	0.140	
	→	A	1	3.250						2080	2080	243	0.117	0.117	291	0.140	
Kowloon Park Drive	↳	C	2	3.600	10					1715	1715	682	0.398		541	0.315	
SB	↳	C	2	3.600	12					1880	1880	748	0.398		594	0.316	
Salisbury Road	←	D	1,2	3.800						1995	1995	290	0.145		335	0.168	
WB	↑←	B	2	3.000		17				1320	1320	588	0.445	0.445	668	0.506	0.506
	↑←	B	2	3.000		17				1320	1320	587	0.445		667	0.505	

Notes:

* Site factor of 0.7 is applied to the capacity for the two right-turn lanes of Salisbury Road WB.

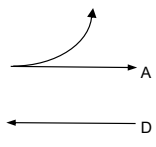
Traffic Flow: (pcu/hr)



Group	A,C	A,B	Group	A,C	A,B
y	0.515	0.562	y	0.456	0.647
L (sec)	10	13	L (sec)	10	13
C (sec)	130	130	C (sec)	130	130
y pract.	0.831	0.810	y pract.	0.831	0.810
R.C. (%)	61%	44%	R.C. (%)	82%	25%

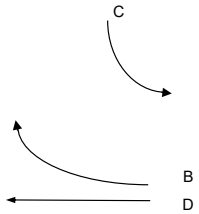
Stage / Phase Diagrams

1.



(Free Flow)

2.



(Free Flow)

4.

5.

I/G= 10		I/G= 5		I/G=		I/G=	
I/G= 10		I/G= 5		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J1 Salisbury Road / Kowloon Park Drive

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J1 - Salisbury Road / Kowloon Park Drive Design Year: 2032

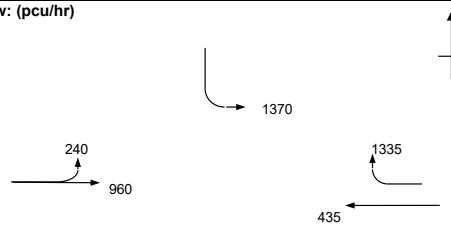
Description: 2032 - Design Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekend Noon Peak		Revised Saturation Flow (pcu/hr) Weekend Noon Peak		Weekend Noon Peak Flow (pcu/hr)	y Value	Critical y
Salisbury Road	↑→	A	1	3.250	20			89%		1820		271	0.149	
EB	→	A	1	3.250						2080		310	0.149	0.149
	→	A	1	3.250						2080		310	0.149	
	→	A	1	3.250						2080		309	0.149	
Kowloon Park Drive	↳	C	2	3.600	10					1715		654	0.381	
SB	↳	C	2	3.600	12					1880		716	0.381	
Salisbury Road	←	D	1,2	3.800						1995		435	0.218	
WB	↑←	B	2	3.000		17				1320		668	0.506	0.506
	↑←	B	2	3.000		17				1320		667	0.505	

Notes:

* Site factor of 0.7 is applied to the capacity for the two right-turn lanes of Salisbury Road WB.

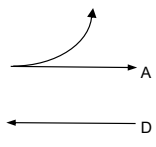
Traffic Flow: (pcu/hr)



Group	A,C	A,B
y	0.530	0.655
L (sec)	10	13
C (sec)	130	130
y pract.	0.831	0.810
R.C. (%)	57%	24%

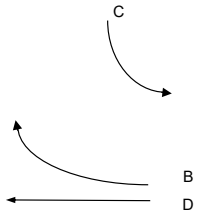
Stage / Phase Diagrams

1.



(Free Flow)

2.



(Free Flow)

4.

5.

I/G= 10		I/G= 5		I/G=		I/G=		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J1 Salisbury Road / Kowloon Park Drive

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J2 - Salisbury Road / Nathan Road Design Year: 2024

Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

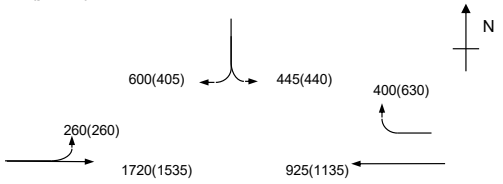
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road	↱	A	2,3	3.150	10					1680	1680	260	0.155		260	0.155	
EB	↱→	A	2,3	3.150	12			0%	0%	2070	2070	430	0.208	0.208	384	0.185	
	→	A	2,3	3.150						2070	2070	430	0.208		384	0.185	
	→	A	2,3	3.150						2070	2070	430	0.208		384	0.185	
	→	A	2,3	3.150						2070	2070	430	0.208		384	0.185	
Salisbury Road	←	B	1,2	3.500						1770	1770	447	0.253		548	0.310	
WB	←	B	1,2	3.500						1895	1895	478	0.252		587	0.310	0.310
	↰	C	1	3.500		22				1970	1970	201	0.102	0.102	316	0.160	
	↰	C	1	3.500		20				1960	1960	199	0.102		314	0.160	
Nathan Road	↳	D	4	3.400	7					1610	1610	337	0.209	0.209	271	0.168	0.168
SB	↰↳	D	4	3.300	10	20		76% / 24%	47% / 53%	1660	1690	347	0.209		284	0.168	
	↲	D	4	3.300		17				1725	1725	361	0.209		290	0.168	

Pedestrian Crossing	Ep	1,2,3	MIN GREEN + FLASH =	5	+	11	=	16	
	Fp	4	MIN GREEN + FLASH =	5	+	7	=	12	
	Gp	1,4	MIN GREEN + FLASH =	5	+	14	=	19	
	Hp	3	MIN GREEN + FLASH =	5	+	8	=	13	*
	Ip	1	MIN GREEN + FLASH =	6	+	12	=	18	
	Jp	3,4	MIN GREEN + FLASH =	7	+	13	=	20	

Notes:

* Site factor of 0.9 is applied to the capacity for the two straight-ahead lanes of Salisbury Road WB; and middle and farside lanes of Nathan Road SB.

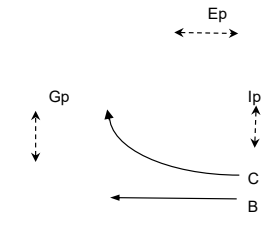
Traffic Flow: (pcu/hr)



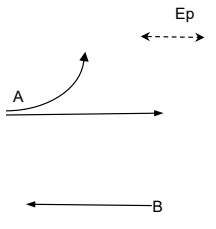
Group	B,Hp,D	C,A,D	Group	C,A,D	B,Hp,D
y	0.462	0.519	y	0.514	0.478
L (sec)	30	20	L (sec)	20	30
C (sec)	130	130	C (sec)	130	130
y pract.	0.692	0.762	y pract.	0.762	0.692
R.C. (%)	50%	47%	R.C. (%)	48%	45%

Stage / Phase Diagrams

1.



2.



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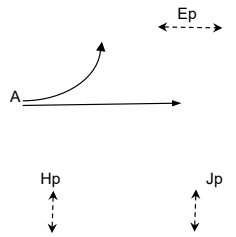
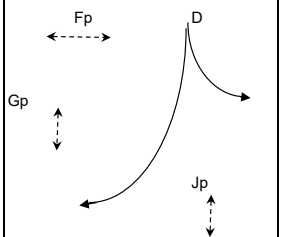


4.



5.

I/G= 7		I/G= 8		I/G=		I/G= 8	I/G=
I/G= 7		I/G=		I/G= 10	13	I/G= 2	I/G=

Date: OCT, 2025 **Junction:** J2 Salisbury Road / Nathan Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J2 - Salisbury Road / Nathan Road Design Year: 2024

Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

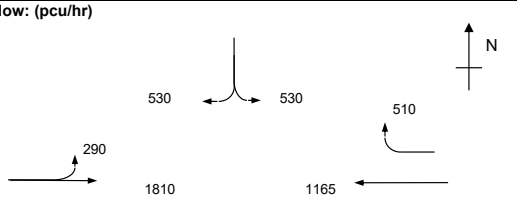
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekend Noon Peak		Revised Saturation Flow (pcu/hr) Weekend Noon Peak		Weekend Noon Peak Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB		A	2,3	3.150	10					1680		290	0.173	
		A	2,3	3.150	12			0%		2070		453	0.219	
		A	2,3	3.150						2070		453	0.219	
		A	2,3	3.150						2070		453	0.219	
		A	2,3	3.150						2070		453	0.219	
Salisbury Road WB		B	1,2	3.500						1770		563	0.318	0.318
		B	1,2	3.500						1895		602	0.318	
		C	1	3.500		22				1970		256	0.130	
		C	1	3.500		20				1960		254	0.130	
Nathan Road SB		D	4	3.400	7					1610		378	0.235	
		D	4	3.300	10	20		68% / 32%		1665		392	0.235	0.235
		D	4	3.300		17				1725		405	0.235	

Pedestrian Crossing								
	Ep	1,2,3	MIN GREEN + FLASH =	5	+	11	=	16
	Fp	4	MIN GREEN + FLASH =	5	+	7	=	12
	Gp	1,4	MIN GREEN + FLASH =	5	+	14	=	19
	Hp	3	MIN GREEN + FLASH =	5	+	8	=	13
	Ip	1	MIN GREEN + FLASH =	6	+	12	=	18
	Jp	3,4	MIN GREEN + FLASH =	7	+	13	=	20

Notes:

* Site factor of 0.9 is applied to the capacity for the two straight-ahead lanes of Salisbury Road WB; and middle and farside lanes of Nathan Road SB.

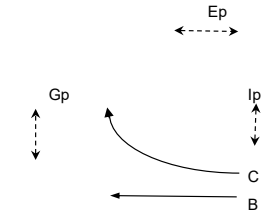
Traffic Flow: (pcu/hr)



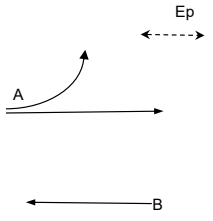
Group	C,A,D	B,Hp,D
y	0.584	0.554
L (sec)	20	30
C (sec)	130	130
y pract.	0.762	0.692
R.C. (%)	30%	25%

Stage / Phase Diagrams

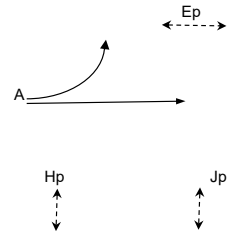
1.



2.



3.



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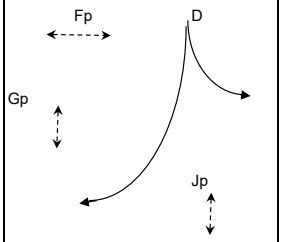


5.

I/G= 7		I/G=		I/G= 10	13	I/G= 2	I/G=
I/G=		I/G=		I/G=		I/G=	I/G=

Date: OCT, 2025 **Junction:** J2 Salisbury Road / Nathan Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J2 - Salisbury Road / Nathan Road Design Year: 2032

Description: 2032 - Reference Flows Designed By: WKY Checked By: CCN

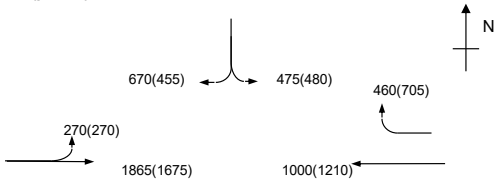
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road		A	2,3	3.150	10					1680	1680	270	0.161		270	0.161	
EB		A	2,3	3.150	12			0%	0%	2070	2070	466	0.225	0.225	419	0.202	
		A	2,3	3.150						2070	2070	466	0.225		419	0.202	
		A	2,3	3.150						2070	2070	466	0.225		419	0.202	
		A	2,3	3.150						2070	2070	466	0.225		419	0.202	
Salisbury Road		B	1,2	3.500						1770	1770	483	0.273		584	0.330	
WB		B	1,2	3.500						1895	1895	517	0.273		626	0.330	0.330
		C	1	3.500		22				1970	1970	231	0.117	0.117	353	0.179	
		C	1	3.500		20				1960	1960	229	0.117		352	0.180	
Nathan Road		D	4	3.400	7					1610	1610	369	0.229		300	0.186	
SB		D	4	3.300	10	20		79% / 21%	49% / 51%	1655	1685	380	0.230	0.230	314	0.186	0.186
		D	4	3.300		17				1725	1725	396	0.230		321	0.186	

Pedestrian Crossing	Ep	1,2,3	MIN GREEN + FLASH =	5	+	11	=	16		
	Fp	4	MIN GREEN + FLASH =	5	+	7	=	12		
	Gp	1,4	MIN GREEN + FLASH =	5	+	14	=	19		
	Hp	3	MIN GREEN + FLASH =	5	+	8	=	13		*
	Ip	1	MIN GREEN + FLASH =	6	+	12	=	18		
	Jp	3,4	MIN GREEN + FLASH =	7	+	13	=	20		

Notes:

* Site factor of 0.9 is applied to the capacity for the two straight-ahead lanes of Salisbury Road WB; and middle and farside lanes of Nathan Road SB.

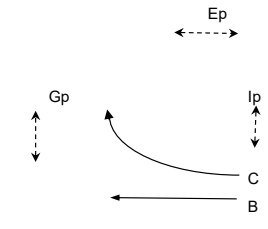
Traffic Flow: (pcu/hr)



Group	B,Hp,D	C,A,D	Group	C,A,D	B,Hp,D
y	0.502	0.572	y	0.568	0.517
L (sec)	30	20	L (sec)	20	30
C (sec)	130	130	C (sec)	130	130
y pract.	0.692	0.762	y pract.	0.762	0.692
R.C. (%)	38%	33%	R.C. (%)	34%	34%

Stage / Phase Diagrams

1.



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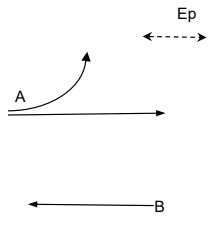

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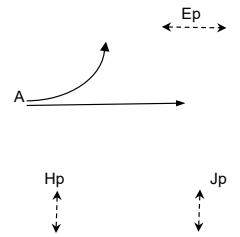

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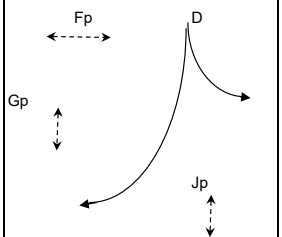


5.

I/G= 7		I/G= 8		I/G=		I/G= 8		I/G=	
I/G= 7		I/G=		I/G= 10	13	I/G= 2		I/G=	

Date: OCT, 2025 **Junction:** J2 Salisbury Road / Nathan Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J2 - Salisbury Road / Nathan Road Design Year: 2032

Description: 2032 - Reference Flows Designed By: WKY Checked By: CCN

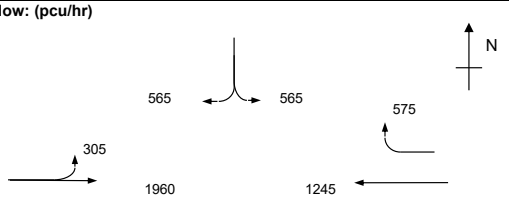
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekend Noon Peak		Revised Saturation Flow (pcu/hr) Weekend Noon Peak		Weekend Noon Peak Flow (pcu/hr)	y Value	Critical y			
Salisbury Road EB		A	2,3	3.150	10					1680		305	0.182				*
		A	2,3	3.150	12			0%		2070		490	0.237				
		A	2,3	3.150						2070		490	0.237				
		A	2,3	3.150						2070		490	0.237				
		A	2,3	3.150						2070		490	0.237				
Salisbury Road WB		B	1,2	3.500						1770		601	0.340				
		B	1,2	3.500						1895		644	0.340	0.340			
		C	1	3.500		22				1970		288	0.146				*
		C	1	3.500		20				1960		287	0.146				
Nathan Road SB		D	4	3.400	7					1610		411	0.255	0.255			*
		D	4	3.300	10	20		71% / 29%		1665		424	0.255				
		D	4	3.300		17				1725		440	0.255				

Pedestrian Crossing								
	Ep	1,2,3	MIN GREEN + FLASH =	5	+	11	=	16
	Fp	4	MIN GREEN + FLASH =	5	+	7	=	12
	Gp	1,4	MIN GREEN + FLASH =	5	+	14	=	19
	Hp	3	MIN GREEN + FLASH =	5	+	8	=	13
	Ip	1	MIN GREEN + FLASH =	6	+	12	=	18
	Jp	3,4	MIN GREEN + FLASH =	7	+	13	=	20

Notes:

* Site factor of 0.9 is applied to the capacity for the two straight-ahead lanes of Salisbury Road WB; and middle and farside lanes of Nathan Road SB.

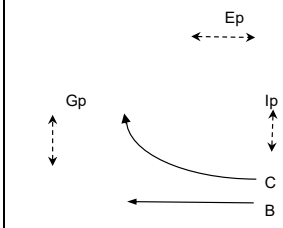
Traffic Flow: (pcu/hr)



Group	C,A,D	B,Hp,D
y	0.638	0.595
L (sec)	20	30
C (sec)	130	130
y pract.	0.762	0.692
R.C. (%)	19%	16%

Stage / Phase Diagrams

1.



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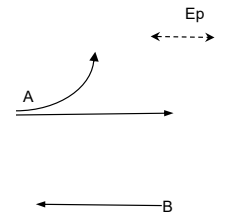

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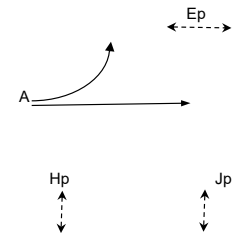

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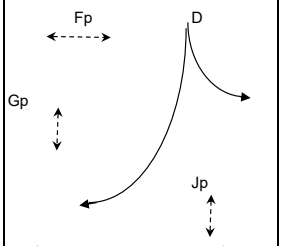


5.

I/G= 7		I/G=		I/G= 10	13	I/G= 2		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J2 Salisbury Road / Nathan Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J2 - Salisbury Road / Nathan Road Design Year: 2032

Description: 2032 - Design Flows Designed By: WKY Checked By: CCN

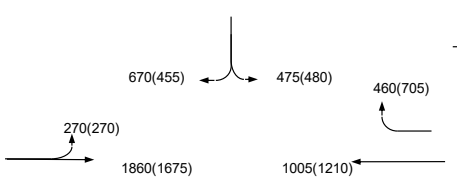
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road	↑	A	2,3	3.150	10					1680	1680	270	0.161		270	0.161	
EB	↑→	A	2,3	3.150	12			0%	0%	2070	2070	465	0.225	0.225	419	0.202	
	→	A	2,3	3.150						2070	2070	465	0.225		419	0.202	
	→	A	2,3	3.150						2070	2070	465	0.225		419	0.202	
	→	A	2,3	3.150						2070	2070	465	0.225		419	0.202	
Salisbury Road	←	B	1,2	3.500						1770	1770	485	0.274		584	0.330	
WB	←	B	1,2	3.500						1895	1895	520	0.274		626	0.330	0.330
	↰	C	1	3.500		22				1970	1970	231	0.117	0.117	353	0.179	
	↰	C	1	3.500		20				1960	1960	229	0.117		352	0.180	
Nathan Road	↳	D	4	3.400	7					1610	1610	369	0.229		300	0.186	
SB	↓→	D	4	3.300	10	20		79% / 21%	49% / 51%	1655	1685	380	0.230	0.230	314	0.186	0.186
	↲	D	4	3.300		17				1725	1725	396	0.230		321	0.186	

Pedestrian Crossing	Ep	1,2,3	MIN GREEN + FLASH =	5	+	11	=	16	
	Fp	4	MIN GREEN + FLASH =	5	+	7	=	12	
	Gp	1,4	MIN GREEN + FLASH =	5	+	14	=	19	
	Hp	3	MIN GREEN + FLASH =	5	+	8	=	13	*
	Ip	1	MIN GREEN + FLASH =	6	+	12	=	18	
	Jp	3,4	MIN GREEN + FLASH =	7	+	13	=	20	

Notes:

* Site factor of 0.9 is applied to the capacity for the two straight-ahead lanes of Salisbury Road WB; and middle and farside lanes of Nathan Road SB.

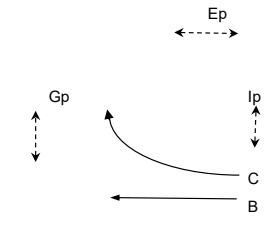
Traffic Flow: (pcu/hr)



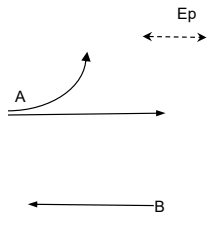
Group	B,Hp,D	C,A,D	Group	C,A,D	B,Hp,D
y	0.504	0.572	y	0.568	0.517
L (sec)	30	20	L (sec)	20	30
C (sec)	130	130	C (sec)	130	130
y pract.	0.692	0.762	y pract.	0.762	0.692
R.C. (%)	37%	33%	R.C. (%)	34%	34%

Stage / Phase Diagrams

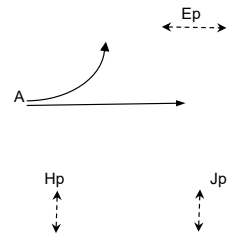
1.



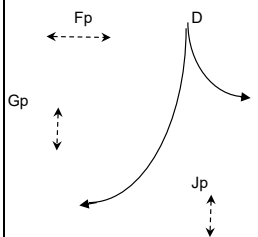
2.



3.



4.



5.

I/G= 7		I/G= 8		I/G=		I/G= 8	I/G=
I/G= 7		I/G=		I/G= 10	13	I/G= 2	I/G=

Date: OCT, 2025 **Junction:** J2 Salisbury Road / Nathan Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J2 - Salisbury Road / Nathan Road Design Year: 2032

Description: 2032 - Design Flows Designed By: WKY Checked By: CCN

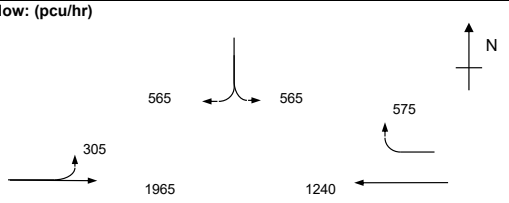
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekend Noon Peak		Revised Saturation Flow (pcu/hr) Weekend Noon Peak		Weekend Noon Peak Flow (pcu/hr)	y Value	Critical y			
Salisbury Road EB		A	2,3	3.150	10					1680		305	0.182				*
		A	2,3	3.150	12			0%		2070		491	0.237				
		A	2,3	3.150						2070		491	0.237				
		A	2,3	3.150						2070		491	0.237				
		A	2,3	3.150						2070		491	0.237				
Salisbury Road WB		B	1,2	3.500						1770		599	0.338	0.338			
		B	1,2	3.500						1895		641	0.338				
		C	1	3.500		22				1970		288	0.146				*
		C	1	3.500		20				1960		287	0.146				
Nathan Road SB		D	4	3.400	7					1610		411	0.255	0.255			*
		D	4	3.300	10	20		71% / 29%		1665		424	0.255				
		D	4	3.300		17				1725		440	0.255				

Pedestrian Crossing	Ep	1,2,3	MIN GREEN + FLASH =	5	+	11	=	16	
	Fp	4	MIN GREEN + FLASH =	5	+	7	=	12	
	Gp	1,4	MIN GREEN + FLASH =	5	+	14	=	19	
	Hp	3	MIN GREEN + FLASH =	5	+	8	=	13	*
	Ip	1	MIN GREEN + FLASH =	6	+	12	=	18	
	Jp	3,4	MIN GREEN + FLASH =	7	+	13	=	20	

Notes:

* Site factor of 0.9 is applied to the capacity for the two straight-ahead lanes of Salisbury Road WB; and middle and farside lanes of Nathan Road SB.

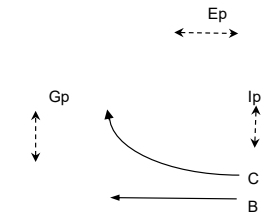
Traffic Flow: (pcu/hr)



Group	C,A,D	B,Hp,D
y	0.639	0.594
L (sec)	20	30
C (sec)	130	130
y pract.	0.762	0.692
R.C. (%)	19%	17%

Stage / Phase Diagrams

1.



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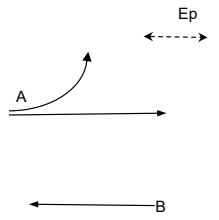
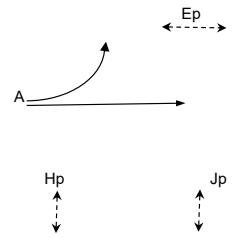
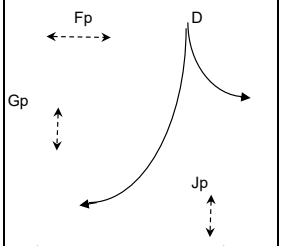


3.



4.



5.

I/G= 7		I/G=		I/G= 10	13	I/G= 2		I/G=			
I/G=		I/G=		I/G=		I/G=		I/G=			

Date: OCT, 2025 **Junction:** J2 Salisbury Road / Nathan Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J3 - Salisbury Road / Access Road to K11 Musea Design Year: 2024

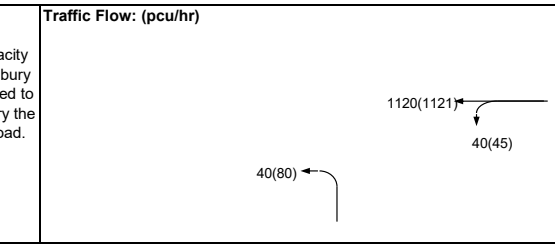
Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road	↖↓	A	1	3.500	7			16%	18%	950	945	255	0.268		256	0.271	0.271
WB	←	A	1	3.500						1685	1685	453	0.269	0.269	455	0.270	
	←	A	1	3.500						1685	1685	452	0.268		455	0.270	
Access Road to	↰	B	2	3.500	5.5					770	770	18	0.023		37	0.048	0.048
Salisbury Road	↰	B	2	3.500	10					915	915	22	0.024	0.024	43	0.047	
Pedestrian Crossing		Cp	3	MIN GREEN + FLASH =	10			+	9	=	19			*			*

Notes:

* Site factor of 0.8 is applied to the capacity for the middle and farside lanes of Salisbury Road WB; and site factor of 0.5 is applied to the capacity for the nearside of Salisbury the Road WB, and both lanes of Access Road.

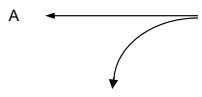
Traffic Flow: (pcu/hr)



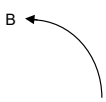
Group		A,B,Cp	Group		A,B,Cp
y		0.293	y		0.319
L (sec)		32	L (sec)		32
C (sec)		130	C (sec)		130
y pract.		0.678	y pract.		0.678
R.C. (%)		132%	R.C. (%)		113%

Stage / Phase Diagrams

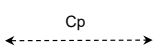
1.



2.



3.



4.

5.

I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	
I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	

Date: OCT, 2025 **Junction:** J3 Salisbury Road / Access Road to K11 Musea

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J3 - Salisbury Road / Access Road to K11 Musea Design Year: 2024

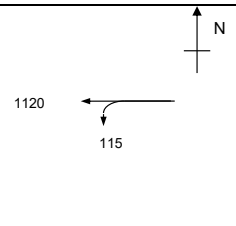
Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekday Noon Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Weekday Noon Peak	Revised Saturation Flow (pcu/hr)	Weekday Noon Peak Flow (pcu/hr)	y Value	Critical y
Salisbury Road WB	←↑	A	1	3.500	7			44%		895		260	0.291	0.291
	←	A	1	3.500						1685		488	0.290	
	←	A	1	3.500						1685		487	0.289	
Access Road to Salisbury Road	↰	B	2	3.500	5.5					770		39	0.051	0.051
	↰	B	2	3.500	10					915		46	0.050	
Pedestrian Crossing		Cp	3	MIN GREEN + FLASH =	10		+	9	=	19				*

Notes:

* Site factor of 0.8 is applied to the capacity for the middle and farside lanes of Salisbury Road WB; and site factor of 0.5 is applied to the capacity for the nearside of Salisbury the Road WB, and both lanes of Access Road.

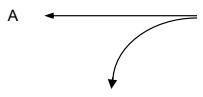
Traffic Flow: (pcu/hr)



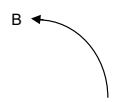
Group		A,B,Cp
y		0.341
L (sec)		32
C (sec)		130
y pract.		0.678
R.C. (%)		99%

Stage / Phase Diagrams

1.



2.



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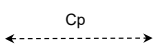


4.

5.

I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J3 Salisbury Road / Access Road to K11 Musea

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J3 - Salisbury Road / Access Road to K11 Musea Design Year: 2032

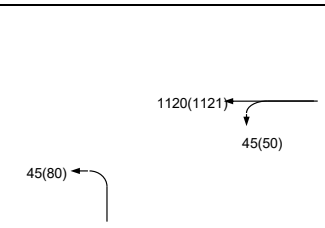
Description: 2032 - Reference Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road	↓	A	1	3.500	7			18%	20%	945	945	256	0.271	0.271	256	0.271	
WB	←	A	1	3.500						1685	1685	455	0.270		458	0.272	0.272
	←	A	1	3.500						1685	1685	454	0.269		457	0.271	
Access Road to	↰	B	2	3.500	5.5					770	770	21	0.027	0.027	37	0.048	0.048
Salisbury Road	↰	B	2	3.500	10					915	915	24	0.026		43	0.047	
Pedestrian Crossing		Cp	3	MIN GREEN + FLASH =	10			+	9	=	19			*			*

Notes:

* Site factor of 0.8 is applied to the capacity for the middle and farside lanes of Salisbury Road WB; and site factor of 0.5 is applied to the capacity for the nearside of Salisbury the Road WB, and both lanes of Access Road.

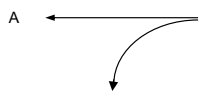
Traffic Flow: (pcu/hr)



Group		A,B,Cp	Group		A,B,Cp
y		0.298	y		0.320
L (sec)		32	L (sec)		32
C (sec)		130	C (sec)		130
y pract.		0.678	y pract.		0.678
R.C. (%)		128%	R.C. (%)		112%

Stage / Phase Diagrams

1.



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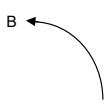

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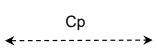


4.

5.

I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	
I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	

Date: OCT, 2025 **Junction:** J3 Salisbury Road / Access Road to K11 Musea

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J3 - Salisbury Road / Access Road to K11 Musea Design Year: 2032

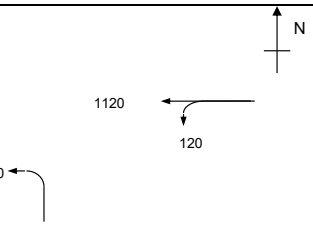
Description: 2032 - Reference Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekday Noon Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Weekday Noon Peak	Revised Saturation Flow (pcu/hr)	Weekday Noon Peak Flow (pcu/hr)	y Value	Critical y
Salisbury Road WB	←	A	1	3.500	7			46%		895		260	0.291	
	←	A	1	3.500						1685		490	0.291	0.291
	←	A	1	3.500						1685		490	0.291	
Access Road to Salisbury Road	↰	B	2	3.500	5.5					770		41	0.053	
	↰	B	2	3.500	10					915		49	0.054	0.054
Pedestrian Crossing		Cp	3	MIN GREEN + FLASH =	10			+	9	=	19			*

Notes:

* Site factor of 0.8 is applied to the capacity for the middle and farside lanes of Salisbury Road WB; and site factor of 0.5 is applied to the capacity for the nearside of Salisbury the Road WB, and both lanes of Access Road.

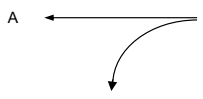
Traffic Flow: (pcu/hr)



Group		A,B,Cp
y		0.344
L (sec)		32
C (sec)		130
y pract.		0.678
R.C. (%)		97%

Stage / Phase Diagrams

1.



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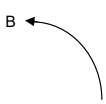

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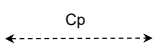


4.

5.

I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J3 Salisbury Road / Access Road to K11 Musea

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J3 - Salisbury Road / Access Road to K11 Musea Design Year: 2032

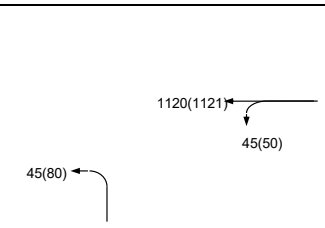
Description: 2032 - Design Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road	↓	A	1	3.500	7			18%	20%	945	945	256	0.271	0.271	256	0.271	
WB	←	A	1	3.500						1685	1685	455	0.270		458	0.272	0.272
	←	A	1	3.500						1685	1685	454	0.269		457	0.271	
Access Road to	↰	B	2	3.500	5.5					770	770	21	0.027	0.027	37	0.048	0.048
Salisbury Road	↰	B	2	3.500	10					915	915	24	0.026		43	0.047	
Pedestrian Crossing		Cp	3	MIN GREEN + FLASH =	10			+	9	=	19			*			*

Notes:

* Site factor of 0.8 is applied to the capacity for the middle and farside lanes of Salisbury Road WB; and site factor of 0.5 is applied to the capacity for the nearside of Salisbury the Road WB, and both lanes of Access Road.

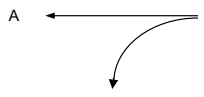
Traffic Flow: (pcu/hr)



Group		A,B,Cp	Group		A,B,Cp
y		0.298	y		0.320
L (sec)		32	L (sec)		32
C (sec)		130	C (sec)		130
y pract.		0.678	y pract.		0.678
R.C. (%)		128%	R.C. (%)		112%

Stage / Phase Diagrams

1.



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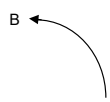

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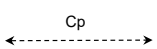


4.

5.

I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	
I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	

Date: OCT, 2025 **Junction:** J3 Salisbury Road / Access Road to K11 Musea

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

Junction: J3 - Salisbury Road / Access Road to K11 Musea Design Year: 2032

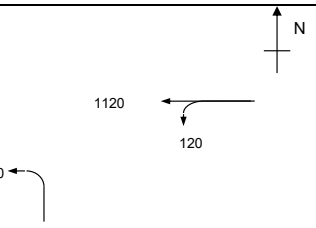
Description: 2032 - Design Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekday Noon Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Weekday Noon Peak	Revised Saturation Flow (pcu/hr)	Weekday Noon Peak Flow (pcu/hr)	y Value	Critical y
Salisbury Road	↖+↑	A	1	3.500	7			46%		895		260	0.291	
WB	←	A	1	3.500						1685		490	0.291	0.291
	←	A	1	3.500						1685		490	0.291	
Access Road to	↰	B	2	3.500	5.5					770		41	0.053	
Salisbury Road	↰	B	2	3.500	10					915		49	0.054	0.054
Pedestrian Crossing		Cp	3	MIN GREEN + FLASH =	10		+	9	=	19				*

Notes:

* Site factor of 0.8 is applied to the capacity for the middle and farside lanes of Salisbury Road WB; and site factor of 0.5 is applied to the capacity for the nearside of Salisbury the Road WB, and both lanes of Access Road.

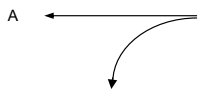
Traffic Flow: (pcu/hr)



Group		A,B,Cp
y		0.344
L (sec)		32
C (sec)		130
y pract.		0.678
R.C. (%)		97%

Stage / Phase Diagrams

1.



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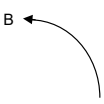

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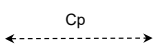


4.

5.

I/G= 3		I/G= 7		I/G= 5	19	I/G=		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J3 Salisbury Road / Access Road to K11 Musea

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

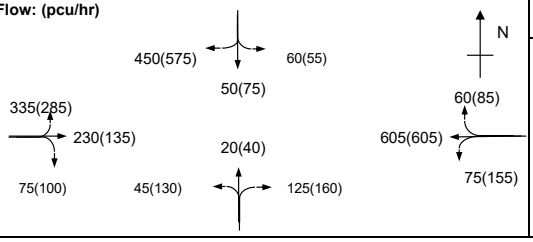
Junction: J4 - Salisbury Road / Chatham Road South Design Year: 2024

Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road EB	→	A	1	3.500						2105	2105	156	0.074	0.074	122	0.058	0.058
	↓→	A	1	3.500		17		50%	88%	2015	1955	149	0.074		113	0.058	
Chatham Road South SB	↓	C	3,4	3.400	15			55%	42%	1855	1875	110	0.059		130	0.069	
	↓	B	4	3.300		22		100%	100%	1950	1950	226	0.116	0.116	288	0.148	
	↓	B	4	3.300		20				1940	1940	224	0.115		287	0.148	0.148
Salisbury Road WB	↙	D	3	3.250	10					1685	1685	75	0.045		155	0.092	
	←	D	3	3.250						2080	2080	325	0.156	0.156	338	0.163	0.163
	←↑	D	3	3.250		15		18%	24%	2180	2170	340	0.156		352	0.162	
Access Road to Salisbury Road	↰	E	2	3.700	7					1750	1750	45	0.026		102	0.058	0.058
	↰↑	E	2	3.700	10	20		0% / 73%	24% / 41%	2015	1990	74	0.037	0.037	115	0.058	
	↱	E	2	3.600		17				1945	1945	71	0.037		113	0.058	

Notes:

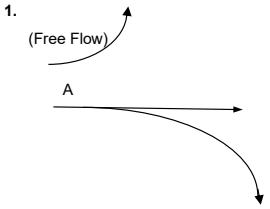
Traffic Flow: (pcu/hr)



Group	A,E,C	A,E,D,B	Group	A,E,C	A,E,D,B
y	0.170	0.383	y	0.186	0.427
L (sec)	25	19	L (sec)	25	19
C (sec)	130	130	C (sec)	130	130
y pract.	0.727	0.768	y pract.	0.727	0.768
R.C. (%)	327%	101%	R.C. (%)	292%	80%

Stage / Phase Diagrams

1.



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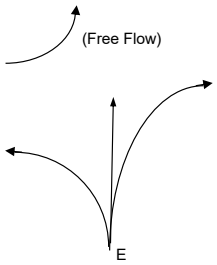

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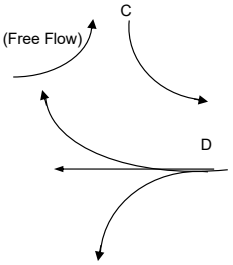

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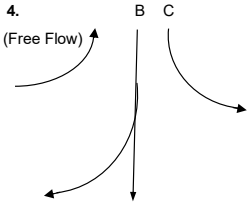


5.

I/G= 7		I/G= 5		I/G= 6		I/G= 5	I/G=
I/G= 7		I/G= 5		I/G= 6		I/G= 5	I/G=

Date: OCT, 2025 **Junction:** J4 Salisbury Road / Chatham Road South

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

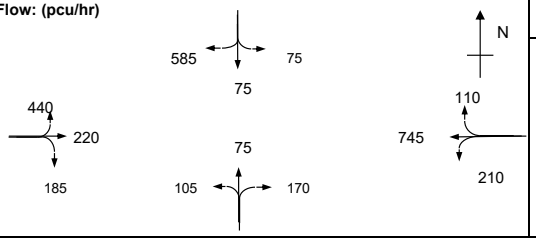
Junction: J4 - Salisbury Road / Chatham Road South Design Year: 2024

Description: 2024 - Observed Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekday Noon Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Weekday Noon Peak	Revised Saturation Flow (pcu/hr)	Weekday Noon Peak Flow (pcu/hr)	Weekday Noon Peak y Value	Weekday Noon Peak Critical y			
Salisbury Road EB	→	A	1	3.500						2105		211	0.100	0.100			*
	↓→	A	1	3.500		17		95%		1940		194	0.100				
Chatham Road South	↓	C	3,4	3.400	15			50%		1860		150	0.081				
SB	↓	B	4	3.300		22		100%		1950		293	0.150				*
	↓	B	4	3.300		20				1940		292	0.151	0.151			
Salisbury Road WB	←	D	3	3.250	10					1685		210	0.125				*
	←	D	3	3.250						2080		419	0.201	0.201			
	←↑	D	3	3.250		15		25%		2165		436	0.201				
Access Road to Salisbury Road	↰	E	2	3.700	7					1750		105	0.060				*
	↰↑	E	2	3.700	10	20		0% / 40%		2060		126	0.061				
	↱	E	2	3.600		17				1945		119	0.061	0.061			

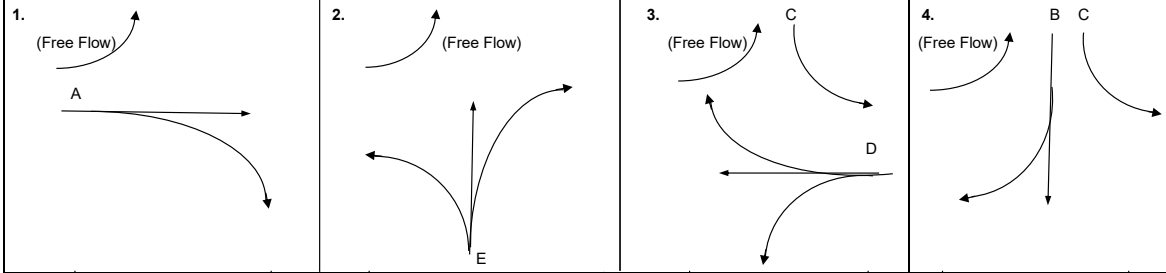
Notes:

Traffic Flow: (pcu/hr)



Group	A,E,C	A,E,D,B
y	0.242	0.513
L (sec)	25	19
C (sec)	130	130
y pract.	0.727	0.768
R.C. (%)	200%	50%

Stage / Phase Diagrams



I/G= 7		I/G= 5		I/G= 6		I/G= 5		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J4 Salisbury Road / Chatham Road South

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

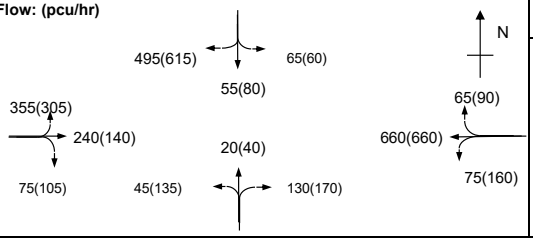
Junction: J4 - Salisbury Road / Chatham Road South Design Year: 2032

Description: 2032 - Reference Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road EB	→	A	1	3.500						2105	2105	161	0.076	0.076	127	0.060	
	↓→	A	1	3.500		17		49%	89%	2020	1950	154	0.076		118	0.061	0.061
Chatham Road South SB	↓	C	3,4	3.400	15			54%	43%	1855	1875	120	0.065		140	0.075	
	↓←	B	4	3.300		22		100%	100%	1950	1950	248	0.127		308	0.158	
	↓	B	4	3.300		20				1940	1940	247	0.127	0.127	307	0.158	0.158
Salisbury Road WB	↙	D	3	3.250	10					1685	1685	75	0.045		160	0.095	
	←	D	3	3.250						2080	2080	354	0.170	0.170	367	0.176	
	←↑	D	3	3.250		15		18%	23%	2180	2170	371	0.170		383	0.176	0.176
Access Road to Salisbury Road	↰	E	2	3.700	7					1750	1750	45	0.026		106	0.061	
	↱↑	E	2	3.700	10	20		0% / 74%	24% / 43%	2015	1990	76	0.038		121	0.061	0.061
	↱	E	2	3.600		17				1945	1945	74	0.038	0.038	118	0.061	

Notes:

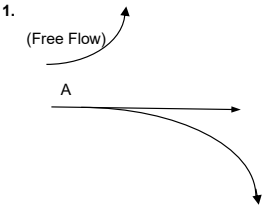
Traffic Flow: (pcu/hr)



Group	A,E,C	A,E,D,B	Group	A,E,C	A,E,D,B
y	0.179	0.412	y	0.196	0.456
L (sec)	25	19	L (sec)	25	19
C (sec)	130	130	C (sec)	130	130
y pract.	0.727	0.768	y pract.	0.727	0.768
R.C. (%)	306%	87%	R.C. (%)	271%	68%

Stage / Phase Diagrams

1.



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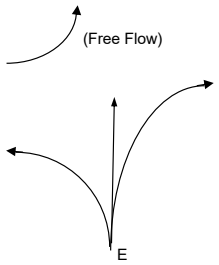

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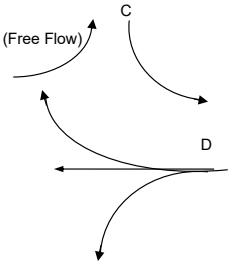

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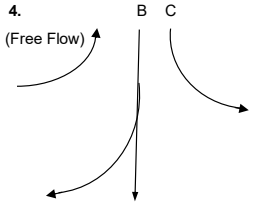


5.

I/G= 7		I/G= 5		I/G= 6		I/G= 5	I/G=
I/G= 7		I/G= 5		I/G= 6		I/G= 5	I/G=

Date: OCT, 2025 **Junction:** J4 Salisbury Road / Chatham Road South

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

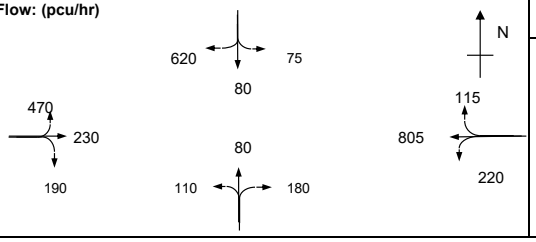
Junction: J4 - Salisbury Road / Chatham Road South Design Year: 2032

Description: 2032 - Reference Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekday Noon Peak		Revised Saturation Flow (pcu/hr) Weekday Noon Peak		Weekday Noon Peak Flow (pcu/hr)	y Value	Critical y
Salisbury Road EB	→	A	1	3.500						2105		218	0.104	
	↓→	A	1	3.500		17		94%		1945		202	0.104	0.104
Chatham Road South SB	↓	C	3,4	3.400	15			48%		1865		155	0.083	
	↓	B	4	3.300		22		100%		1950		311	0.159	0.159
	↓	B	4	3.300		20				1940		309	0.159	
Salisbury Road WB	←	D	3	3.250	10					1685		220	0.131	
	←	D	3	3.250						2080		451	0.217	0.217
	←↑	D	3	3.250		15		25%		2165		469	0.217	
Access Road to Salisbury Road	↰	E	2	3.700	7					1750		110	0.063	
	↰↑	E	2	3.700	10	20		0% / 40%		2065		134	0.065	0.065
	↱	E	2	3.600		17				1945		126	0.065	

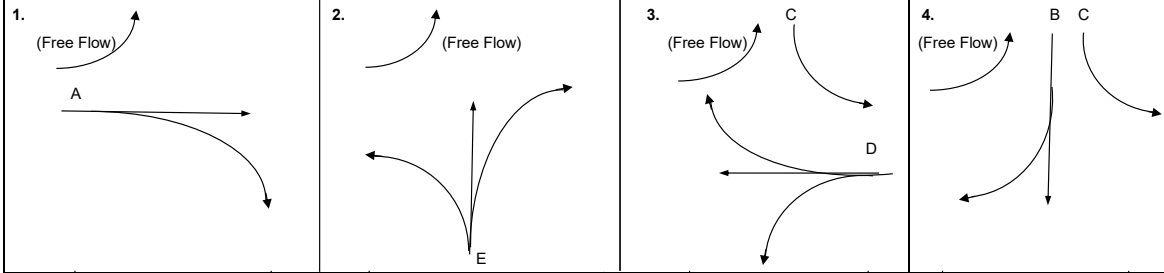
Notes:

Traffic Flow: (pcu/hr)



Group	A,E,C	A,E,D,B
y	0.252	0.545
L (sec)	25	19
C (sec)	130	130
y pract.	0.727	0.768
R.C. (%)	189%	41%

Stage / Phase Diagrams



I/G= 7		I/G= 5		I/G= 6		I/G= 5		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J4 Salisbury Road / Chatham Road South

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

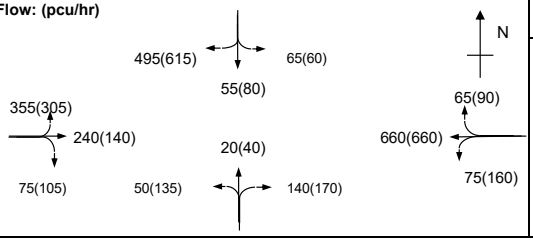
Junction: J4 - Salisbury Road / Chatham Road South Design Year: 2032

Description: 2032 - Design Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road EB	→	A	1	3.500						2105	2105	161	0.076	0.076	127	0.060	
	↓→	A	1	3.500		17		49%	89%	2020	1950	154	0.076		118	0.061	0.061
Chatham Road South SB	↓	C	3,4	3.400	15			54%	43%	1855	1875	120	0.065		140	0.075	
	↓	B	4	3.300		22		100%	100%	1950	1950	248	0.127		308	0.158	
	↓	B	4	3.300		20				1940	1940	247	0.127	0.127	307	0.158	0.158
Salisbury Road WB	↙	D	3	3.250	10					1685	1685	75	0.045		160	0.095	
	←	D	3	3.250						2080	2080	354	0.170	0.170	367	0.176	
	←↑	D	3	3.250		15		18%	23%	2180	2170	371	0.170		383	0.176	0.176
Access Road to Salisbury Road	↰	E	2	3.700	7					1750	1750	50	0.029		106	0.061	
	↰↑	E	2	3.700	10	20		0% / 75%	24% / 43%	2010	1990	81	0.040		121	0.061	0.061
	↱	E	2	3.600		17				1945	1945	79	0.041	0.041	118	0.061	

Notes:

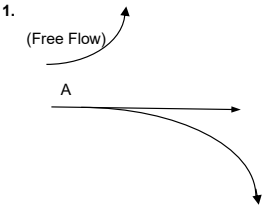
Traffic Flow: (pcu/hr)



Group	A,E,C	A,E,D,B	Group	A,E,C	A,E,D,B
y	0.182	0.415	y	0.196	0.456
L (sec)	25	19	L (sec)	25	19
C (sec)	130	130	C (sec)	130	130
y pract.	0.727	0.768	y pract.	0.727	0.768
R.C. (%)	300%	85%	R.C. (%)	271%	68%

Stage / Phase Diagrams

1.



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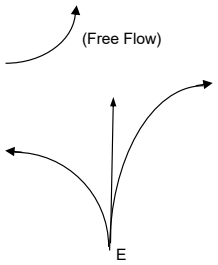

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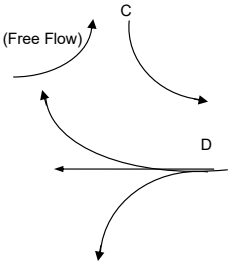

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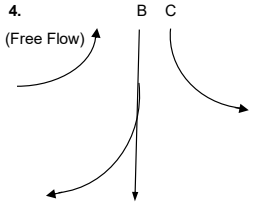


5.

I/G= 7		I/G= 5		I/G= 6		I/G= 5	I/G=
I/G= 7		I/G= 5		I/G= 6		I/G= 5	I/G=

Date: OCT, 2025 **Junction:** J4 Salisbury Road / Chatham Road South

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

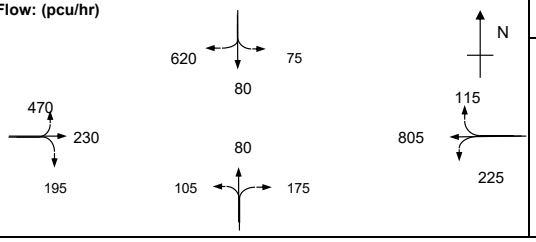
Junction: J4 - Salisbury Road / Chatham Road South Design Year: 2032

Description: 2032 - Design Flows Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekday Noon Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Weekday Noon Peak	Revised Saturation Flow (pcu/hr)	Weekday Noon Peak Flow (pcu/hr)	Weekday Noon Peak y Value	Weekday Noon Peak Critical y
Salisbury Road EB	→	A	1	3.500						2105		221	0.105	
	↓→	A	1	3.500		17		96%		1940		204	0.105	0.105
Chatham Road South SB	↓	C	3,4	3.400	15			48%		1865		155	0.083	
	↓	B	4	3.300		22		100%		1950		311	0.159	0.159
	↓	B	4	3.300		20				1940		309	0.159	
Salisbury Road WB	←	D	3	3.250	10					1685		225	0.134	
	←	D	3	3.250						2080		451	0.217	0.217
	←↑	D	3	3.250		15		25%		2165		469	0.217	
Access Road to Salisbury Road	↰	E	2	3.700	7					1750		105	0.060	
	↰↑	E	2	3.700	10	20		0% / 39%		2065		131	0.063	
	↱	E	2	3.600		17				1945		124	0.064	0.064

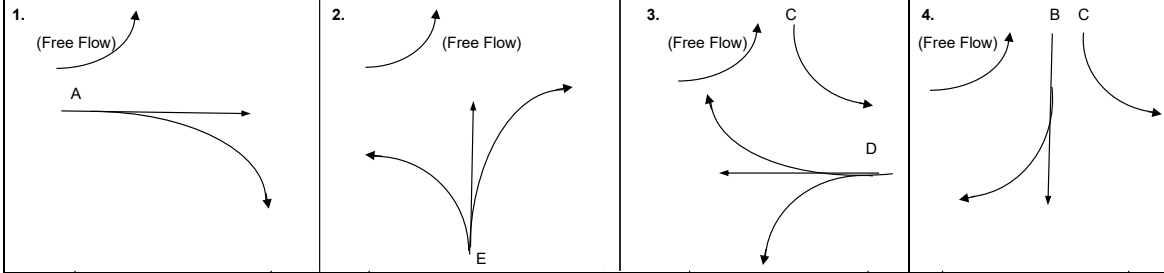
Notes:

Traffic Flow: (pcu/hr)



Group	A,E,C	A,E,D,B
y	0.252	0.545
L (sec)	25	19
C (sec)	130	130
y pract.	0.727	0.768
R.C. (%)	188%	41%

Stage / Phase Diagrams



I/G= 7		I/G= 5		I/G= 6		I/G= 5		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J4 Salisbury Road / Chatham Road South

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

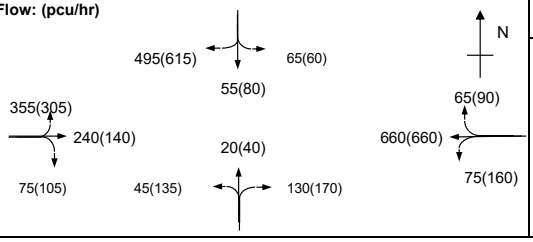
Junction: J4 - Salisbury Road / Chatham Road South Design Year: 2032

Description: 2032 - Referencen Flows (With Proposed Junction Enhacnement) Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road EB	→	A	1	3.500						2105	2105	161	0.076	0.076	127	0.060	
	⇢	A	1	3.500		17		49%	89%	2020	1950	154	0.076		118	0.061	0.061
Chatham Road South SB	↓	C	3,4	3.400	15			54%	43%	1855	1875	120	0.065		140	0.075	
	↓	B	4	3.300		22		100%	100%	1950	1950	248	0.127		308	0.158	
	↓	B	4	3.300		20				1940	1940	247	0.127	0.127	307	0.158	0.158
Salisbury Road WB	↙	D	3	3.250	10					1685	1685	75	0.045		160	0.095	
	←	D	3	3.250						2080	2080	354	0.170	0.170	367	0.176	
	←	D	3	3.250		15		18%	23%	2180	2170	371	0.170		383	0.176	0.176
Access Road to Salisbury Road	↰	E	2	3.700	7					1750	1750	45	0.026		106	0.061	
	↰	E	2	3.700	10	20		0% / 74%	24% / 43%	2015	1990	76	0.038		121	0.061	
	↱	E	2	3.600		17				1945	1945	74	0.038		118	0.061	
Pedestrian Crossing		Fp	2	MIN GREEN + FLASH =			14	+	8	=	22			*			*
Pedestrian Crossing		Gp	1,3,4	MIN GREEN + FLASH =			16	+	11	=	27						

Notes:

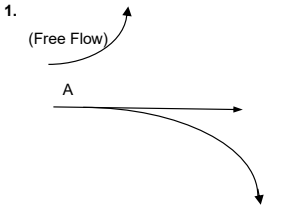
Traffic Flow: (pcu/hr)



Group	A,E,D,B	A,Fp,D,B	Group	A,E,D,B	A,Fp,D,B
y	0.412	0.374	y	0.456	0.395
L (sec)	19	46	L (sec)	19	46
C (sec)	130	130	C (sec)	130	130
y pract.	0.768	0.582	y pract.	0.768	0.582
R.C. (%)	87%	55%	R.C. (%)	68%	47%

Stage / Phase Diagrams

1.



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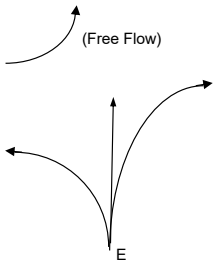

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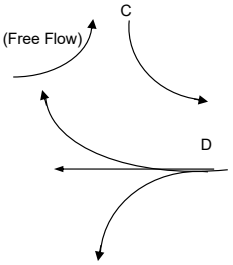

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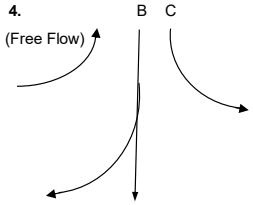


5.

I/G= 7		I/G= 12	22	I/G= 3		I/G= 5	I/G=
I/G= 7		I/G= 12	22	I/G= 3		I/G= 5	I/G=

Date: OCT, 2025 **Junction:** J4 Salisbury Road / Chatham Road South

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

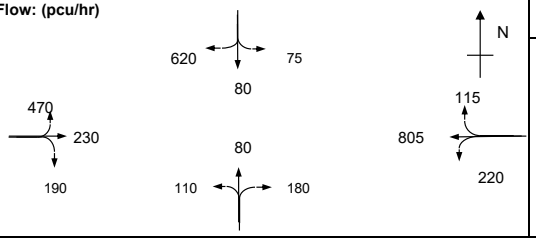
Junction: J4 - Salisbury Road / Chatham Road South Design Year: 2032

Description: 2032 - Referencen Flows (With Proposed Junction Enhacnement) Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekday Noon Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Weekday Noon Peak	Revised Saturation Flow (pcu/hr)	Weekday Noon Peak Flow (pcu/hr)	Weekday Noon Peak y Value	Weekday Noon Peak Critical y
Salisbury Road EB	→	A	1	3.500						2105		218	0.104	
	↓→	A	1	3.500		17		94%		1945		202	0.104	0.104
Chatham Road South SB	↓	C	3,4	3.400	15			48%		1865		155	0.083	
	↓	B	4	3.300		22		100%		1950		311	0.159	0.159
	↓	B	4	3.300		20				1940		309	0.159	
Salisbury Road WB	←	D	3	3.250	10					1685		220	0.131	
	←	D	3	3.250						2080		451	0.217	0.217
	↑←	D	3	3.250		15		25%		2165		469	0.217	
Access Road to Salisbury Road	↰	E	2	3.700	7					1750		110	0.063	
	↑→	E	2	3.700	10	20		0% / 40%		2065		134	0.065	
	↱	E	2	3.600		17				1945		126	0.065	
Pedestrian Crossing		Fp	2	MIN GREEN + FLASH =			14	+	8	=	22			*
Pedestrian Crossing		Gp	1,3,4	MIN GREEN + FLASH =			16	+	11	=	27			

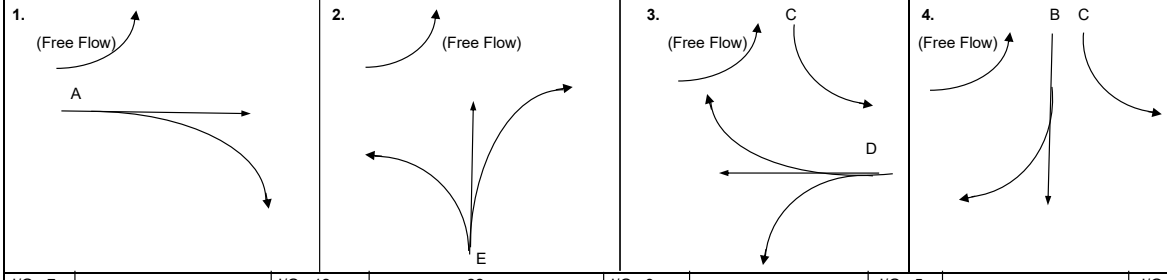
Notes:

Traffic Flow: (pcu/hr)



Group	A,E,D,B	A,Fp,D,B
y	0.545	0.480
L (sec)	19	46
C (sec)	130	130
y pract.	0.768	0.582
R.C. (%)	41%	21%

Stage / Phase Diagrams



I/G= 7		I/G= 12	22	I/G= 3		I/G= 5		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J4 Salisbury Road / Chatham Road South

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

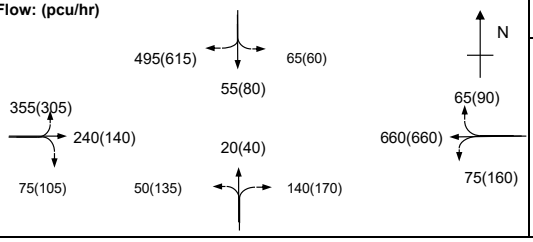
Junction: J4 - Salisbury Road / Chatham Road South Design Year: 2032

Description: 2032 - Design Flows (With Proposed Junction Enhacnement) Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Salisbury Road EB	→	A	1	3.500						2105	2105	161	0.076	0.076	127	0.060	
	⇢	A	1	3.500		17		49%	89%	2020	1950	154	0.076		118	0.061	0.061
Chatham Road South SB	↓	C	3,4	3.400	15			54%	43%	1855	1875	120	0.065		140	0.075	
	↓	B	4	3.300		22		100%	100%	1950	1950	248	0.127		308	0.158	
	↓	B	4	3.300		20				1940	1940	247	0.127	0.127	307	0.158	0.158
Salisbury Road WB	↙	D	3	3.250	10					1685	1685	75	0.045		160	0.095	
	←	D	3	3.250						2080	2080	354	0.170	0.170	367	0.176	
	←	D	3	3.250		15		18%	23%	2180	2170	371	0.170		383	0.176	0.176
Access Road to Salisbury Road	↰	E	2	3.700	7					1750	1750	50	0.029		106	0.061	
	↱	E	2	3.700	10	20		0% / 75%	24% / 43%	2010	1990	81	0.040		121	0.061	
	↱	E	2	3.600		17				1945	1945	79	0.041		118	0.061	
Pedestrian Crossing		Fp	2	MIN GREEN + FLASH =			14	+	8	=	22			*			*
Pedestrian Crossing		Gp	1,3,4	MIN GREEN + FLASH =			16	+	11	=	27						

Notes:

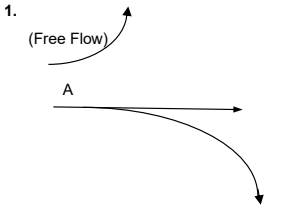
Traffic Flow: (pcu/hr)



Group	A,E,D,B	A,Fp,D,B	Group	A,E,D,B	A,Fp,D,B
y	0.415	0.374	y	0.456	0.395
L (sec)	19	46	L (sec)	19	46
C (sec)	130	130	C (sec)	130	130
y pract.	0.768	0.582	y pract.	0.768	0.582
R.C. (%)	85%	55%	R.C. (%)	68%	47%

Stage / Phase Diagrams

1.



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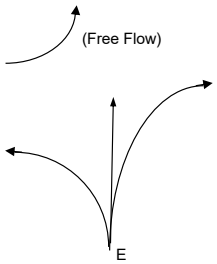

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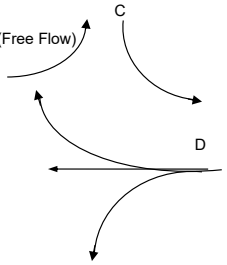

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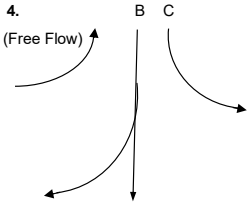


5.

I/G= 7		I/G= 12	22	I/G= 3		I/G= 5	I/G=
I/G= 7		I/G= 12	22	I/G= 3		I/G= 5	I/G=

Date: OCT, 2025 **Junction:** J4 Salisbury Road / Chatham Road South

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50831710 **MVA HONG KONG LIMITED**

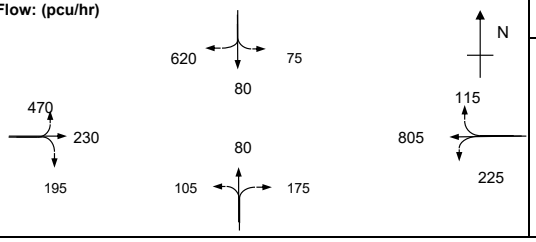
Junction: J4 - Salisbury Road / Chatham Road South Design Year: 2032

Description: 2032 - Design Flows (With Proposed Junction Enhacnement) Designed By: WKY Checked By: CCN

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) Weekday Noon Peak	Pro. Turning (%)	Revised Saturation Flow (pcu/hr) Weekday Noon Peak	Revised Saturation Flow (pcu/hr)	Weekday Noon Peak Flow (pcu/hr)	Weekday Noon Peak y Value	Weekday Noon Peak			
Salisbury Road EB	→	A	1	3.500						2105		221	0.105				
	↓→	A	1	3.500		17		96%		1940		204	0.105				
Chatham Road South SB	↓	C	3,4	3.400	15			48%		1865		155	0.083				
	↓←	B	4	3.300		22		100%		1950		311	0.159				
	←	B	4	3.300		20				1940		309	0.159				
Salisbury Road WB	↓	D	3	3.250	10					1685		225	0.134				
	←	D	3	3.250						2080		451	0.217				
	←↑	D	3	3.250		15		25%		2165		469	0.217				
Access Road to Salisbury Road	↑	E	2	3.700	7					1750		105	0.060				
	↑→	E	2	3.700	10	20		0% / 39%		2065		131	0.063				
	→	E	2	3.600		17				1945		124	0.064				
Pedestrian Crossing		Fp	2	MIN GREEN + FLASH =			14	+	8	=	22			*			
Pedestrian Crossing		Gp	1,3,4	MIN GREEN + FLASH =			16	+	11	=	27						

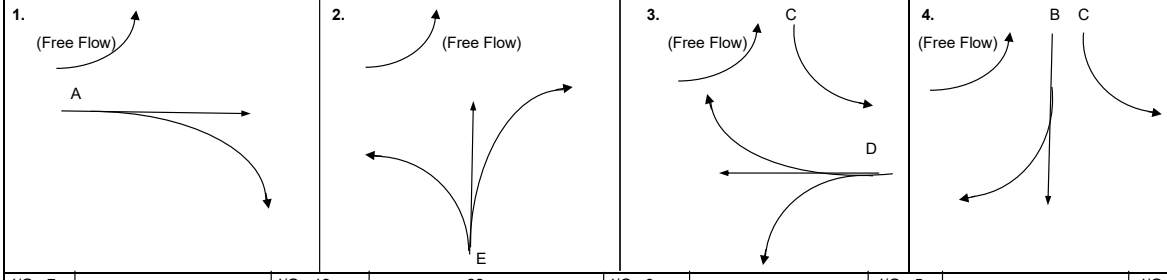
Notes:

Traffic Flow: (pcu/hr)



Group	A,E,D,B	A,Fp,D,B
y	0.545	0.481
L (sec)	19	46
C (sec)	130	130
y pract.	0.768	0.582
R.C. (%)	41%	21%

Stage / Phase Diagrams



I/G= 7		I/G= 12	22	I/G= 3		I/G= 5		I/G=	
I/G=		I/G=		I/G=		I/G=		I/G=	

Date: OCT, 2025 **Junction:** J4 Salisbury Road / Chatham Road South

APPENDIX B –

EXISTING PUBLIC TRANSPORT SERVICES IN THE VICINITY

ANNEX B – EXISTING PUBLIC TRANSPORT SERVICES IN THE VICINITY

Route no.	Destinations	Frequency (minutes)
Franchised buses		
1	Chuk Yuen Estate – Star Ferry	9-25
1A	Sau Mau Ping (Central) – Star Ferry	7-20
1R [(1)]	Hung Hom (Hung Luen Road) - Ngong Ping	45
2	Cheung Sha Wan (So Uk Estate) – Star Ferry	15-25
3X [(2)]	Tsz Wan Shan (North) -> China Ferry Terminal / Jordan (West Kowloon Station) -> Tsz Wan Shan (North)	-
5	Fu Shan Estate – Star Ferry	10-30
5A	Kai Tak (Kai Ching Estate) – Star Ferry	25-30
5C	Tsz Wan Shan (North) – Star Ferry	8-20
5P [(2)]	Tsz Wan Shan (Central) – Star Ferry	10-18
6	Lai Chi Kok - Star Ferry	8-25
7	Lok Fu – Star Ferry	20-30
8	Kowloon Station – Star Ferry	20-30
8A	Whampoa Garden – Tsim Sha Tsui (Circular)	20-30
8P	Laguna Verde – Tsim Sha Tsui (Circular)	12-25
9	Choi Fook – Tsim Sha Tsui East (Mody Road)	15-30
12	Hoi Lai Estate – Tsim Sha Tsui East (Mody Road)	20-30
12P [(2)]	Hoi Lai Estate -> Hung Hom Station	-
13X	Po Tat – Tsim Sha Tsui East	10-30
14X	Yau Tong (Shung Tak Wai) – Tsim Sha Tsui (Circular)	15-30
26	Shun Tin – Tsim Sha Tsui East	8-30
26X [(2)]	Shun Tin – Tsim Sha Tsui East	25-30
28	Lok Wah – Star Ferry	10-30
35A	Kwai Chung (On Yam Estate) – Tsim Sha Tsui East	5-20
35X [(2)]	Kwai Chung (On Yam Estate) – Tsim Sha Tsui East	20-30
36X [(2)]	Lei Muk Shue – Tsim Sha Tsui East (Mody Road)	20-30
37X [(2)]	Kwai Chung Estate -> Yau Ma Tei	15-20
41A	Tsing Yi (Cheung On Estate) – Tsim Sha Tsui East	10-25
50	Tuen Mun (Ching Tin and Wo Tin)	20-30
70S [(3)]	Wo Hop Shek – Hung Hom Station	-
79P [(2)]	Fanling (Queen's Hill) – HSR West Kowloon Station	25-30
81C	Yiu On – Tsim Sha Tsui East (Mody Road)	10-30
87D	Kam Ying Court – Hung Hom Station	6-25
87E [(2)]	Nai Chung -> Tsim Sha Tsui / Tsim Sha Tsui (Mody Road) -> Nai Chung	-
92R [(1)]	Sai Kung – Star Ferry	30-60
98D	Hang Hau (North) (Tseung Kwan O Hospital) – Tsim Sha Tsui East	10-30
98P [(2)]	Hong Sing Garden –> Tsim Sha Tsui East / Tsim Sha Tsui East / Hang Hau (North) (Tseung Kwan O Hospital)	15-20
110	Shau Kei Wan – Tsim Sha Tsui (Circular)	14-35

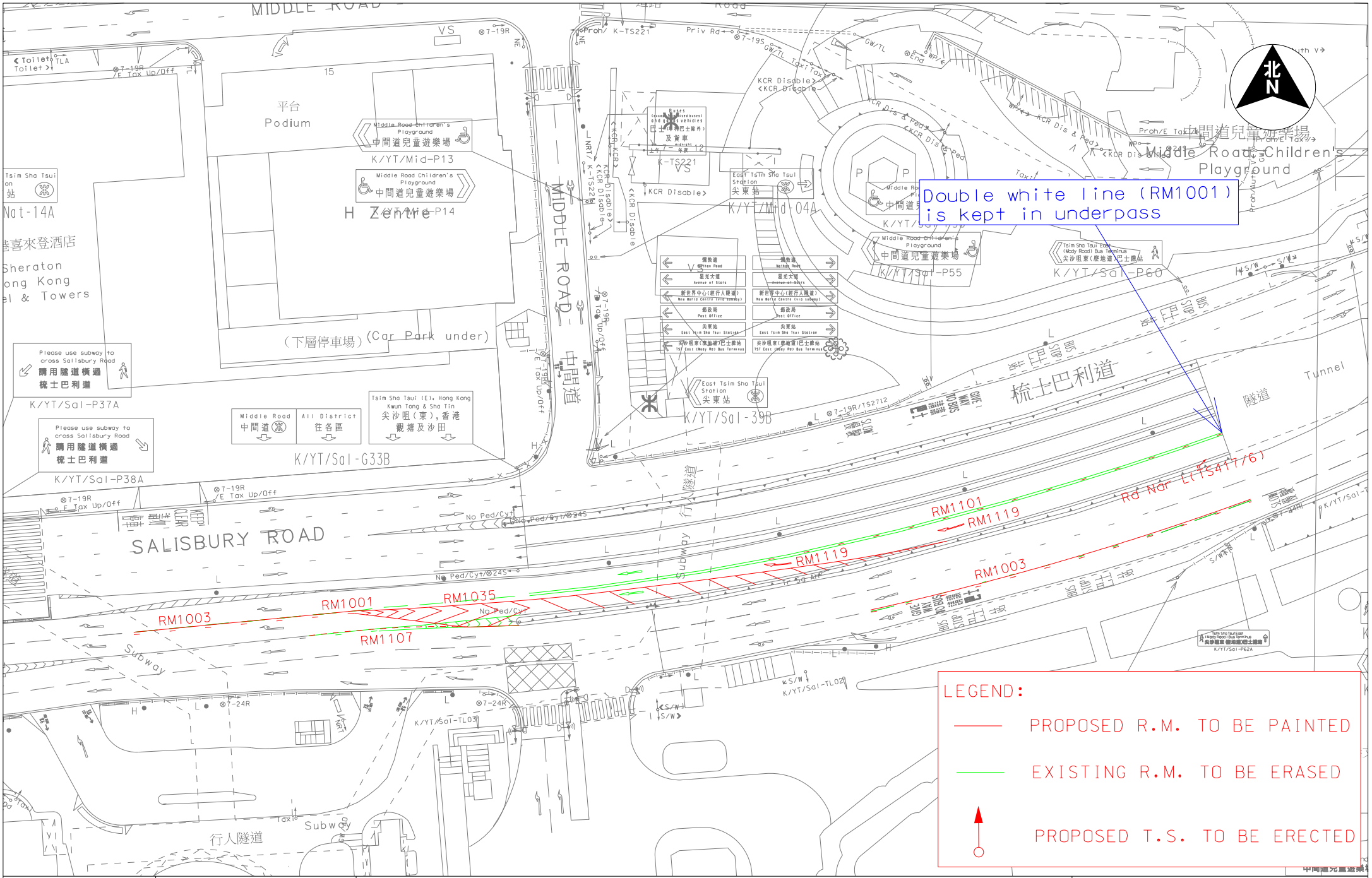
Route no.	Destinations	Frequency (minutes)
203C	Sham Shui Po (Tai Hang Tung) – Tsim Sha Tsui East (Mody Road)	20-30
203S [2]	Chak On -> Tsim Sha Tsui East (Mody Road)	-
208	Broadcast Drive – Tsim Sha Tsui East	25-30
213X	On Tai (South) (Hang Tai House) – Tsim Sha Tsui (Circular)	12-30
215P [2]	Lam Tin (Kwong Tin Estate) -> Kowloon Station	-
215X	Lam Tin (Kwong Tin Estate) -> Kowloon Station	5-25
219X	Laguna City - Tsim Sha Tsui (Circular)	15-40
224X [2]	Kai Yip – Tsim Sha Tsui East (Circular)	25-30
230X [2]	Tsuen Wan (Allway Gardens) -> Whampoa Garden	15-30
234P [2]	Tsuen Wan (Bayview Garden) -> Star Ferry	-
234X	Tsuen Wan (Bayview Garden) - Tsim Sha Tsui East (Mody Road)	15-25
242X [2]	Tsing Yi (Cheung Hang Estate) -> Tsim Sha Tsui / Tsim Sha Tsui East (Mody Road) -> Tsing Yi (Cheung Hang Estate)	15-25
252B [2]	Handsome Court – Tsim Sha Tsui	15-20
259B [2]	Tuen Mun Pier Head – Tsim Sha Tsui	10
259C [2]	Sun Tuen Mun Centre – Tsim Sha Tsui	35
260B [2]	Tuen Mun Central – Tsim Sha Tsui	11-12
260X	Tuen Mun (Po Tin Estate) – Hung Hom Station	5-20
261B [2]	Tuen Mun (Sam Shing Estate) / So Kwun Wat – Kowloon Statio	10-15
268B	Long Ping Station – Hung Hom (Hung Luen Road)	20-30
269B	Tin Shui Wai Town Centre – Hung Hom (Hung Luen Road)	12-30
270A	Sheung Shui - Tsim Sha Tsui East (Mody Road)	10-30
270C [2]	Fanling (Luen Wo Hui) - Tsim Sha Tsui East (Mody Road)	-
270S [4]	Tsim Sha Tsui East (Mody Road) -> Fanling (Luen Wo Hui)	25-30
271	Tai Po (Fu Heng) -> Jordan (West Kowloon Station)	6-20
271A [2]	Fu Tip Bus Terminus - Tsim Sha Tsui East (Mody Road)	-
271B [2]	Tai Po (Fu Heng) -> Jordan (West Kowloon Station)	20-30
271S [2]	Hung Hom Station –> Tai Po (Tai Wo)	-
271P [2]	Kau Lung Hang -> Tsim Sha Tsui (Canton Road)	30
271X [2]	Jordan (West Kowloon Station)-> Tai Po (Fu Heng)	15-30
280X	Sui Wo Court – Tsim Sha Tsui East (Mody Road)	15-30
281A	Kwong Yuen – Kowloon Station	10-25
281B [2]	Shek Mun Estate -> Tsim Sha Tsui East (Mody Road)	15-30
281X [2]	Yiu On –> Tsim Sha Tsui East (Mody Road)	15-30
287D [2]	Hung Hom Station -> Kam Ying Court	20
296D	Sheung Tak – Kowloon Station	15-30
790	Oscar By The Sea - Tsim Sha Tsui East (Mody Road)	20
796P	Tseung Kwan O Station - Tsim Sha Tsui East	20-30
796X	Tseung Kwan O Industrial Estate / Tseung Kwan O Station - Tsim Sha Tsui East	12-30
973	Stanley Market - Tsim Sha Tsui East (Mody Road)	30-60
A21	Airport – Hung Hom Station	8-30
A25	Airport – Kai Tak	30-60
E21X [2]	Tung Chung (Mun Tung Estate) –> Hung Hom Station	-

Route no.	Destinations	Frequency (minutes)
H1	Central (Star Ferry) –> Tsim Sha Tsui	60
H2	The Peninsula Hotel -> Central (Star Ferry)	60
H2K	West Kowloon Cultural District – Central (Star Ferry)	30-60
HK1	Star Ferry – Star Ferry (Circular)	30
N21 (4)	Airport (Ground Transportation Centre) – Tsim Sha Tsui (Star Ferry)	20-30
N21A (4)	Airport – Tsim Shat Tsui (Star Ferry)	60
N41X (4)	Hung Hom Station -> Tsing Yi (Cheung Wang Estate)	30
N50 (4))	Tuen Mun (Ching Tin and Wo Tin) – Tsim Sha Tsui (Kowloon Station)	30
N213 (4))	Tsim Sha Tsui East (Mody Road) -> On Tai (West)	30
N216 (4)	Yau Tong – Hung Hom Station	25-30
N241 (4)	Hung Hom Station - Tsing Yi (Cheung Wang Estate)	25-30
N271 (4)	Hung Hom Station – Tai Po (Fu Heng)	20-30
N281 (4)	Kam Ying Court – Hung Hom Station	25-30
N283 (4)	Tsim Sha Tsui East (Mody Road) -> Wong Nai Tau	30
N287 (4)	Tsim Sha Tsui East (Mody Road) -> Wu Kai Sha Station	30
N796 (4)	Lohas Park – Mong Kok	20-30
NA20(4)	Airport / HZMB Hong Kong Port – Whampoa Garden	-
T270 (2)	Fanling (Cheung Wah) – Tsim Sha Tsui East (Mody Road)	20
Green Minibus		
8	Tsim Sha Tsui (Hankow Road) – Ho Man Tin Estate	4-10
8S	Tsim Sha Tsui (Hankow Road) – Homantin Plaza	5-11
77M	Tsim Sha Tsui East Station – Kowloon Station	10-12
606S (4)	Yuen Long (Fung Cheung Road) - Tsim Sha Tsui East (Mody Road)	6-13

Note: Schedule of services as of Dec 2024.

Remarks: (1) Service on weekends and public holidays.
(2) Peak-only service.
(3) Service on specific days only.
(4) Overnight service.

APPENDIX C –
LATEST ROAD MARKING ARRANGEMENT AT THE JUNCTION OF SALISBURY ROAD / ACCESS ROAD TO VICTORIA DOCKSIDE DEVELOPMENT (J3)



運輸署 Transport Department	TRAFFIC ENGINEERING (KLN.) DIV.	LOCATION: SALISBURY ROAD NEAR K11 MUSEA		WRF NO.: WR/HY/TE/KL/25/00178
		SURVEY SHEET NO.: K11R04D, K11R05C	SCALE: 1 : 800 (A4)	DRAWING NO.: K250098.01	DATE: 08/01/2025

Appendix D - Car Parking Provision for the Remaining Commercial Uses in KIL 9844 and KIL 10978

Based on the existing development parameters listed in **Table D-1**, the required car parking provision for the remaining commercial use in KIL 9844 and KIL 10978 has been calculated with reference to the relevant guidelines stipulated in the latest Hong Kong Planning Standards and Guidelines (HKPSG), as summarised in **Table D-2**.

Table D-1: Parameters of Commercial Developments in KIL 9844 and KIL 10978

Commercial Components	Parameters
KIL 9844	
Regent Hotel (H1)	497 rooms
Retail	GFA approx. 88,620m^2
Office	GFA approx. 40,430m^2
Rosewood Hotel and Residences (H3)	599 hotel rooms; with Banquet GFA approx. 2,300m^2
KIL 10978	
Retail	GFA approx. 6,630m^2

Table D-2: Required Car Parking Facilities for the Commercial Uses in KIL 9844 and KIL 10978

Use	Parameters	HKPSG Requirement	Required Car Paring Provision
KIL 9844			
Regent Hotel (H1)	497 rooms	1 space per 100 rooms	5
Retail	GFA: approx. 88,620m^2 (1)	1 car space per 150-300m^2 GFA	296 - 591
Office	GFA: approx. 40,430m^2	- first 15,000m^2 GFA: 1 space per 150-200m^2 - above 15,000m^2 GFA: 1 space per 200-300m^2	160 - 228
Rosewood Hotel and Residences (H3)	599 rooms Banquet 2,300m^2	- 1 space per 100 rooms - 0.5 -1 space per 200m^2	12 - 18
KIL 10978			
Retail	GFA: approx. 6,630m^2 (1)	1 car space per 150-300m^2 GFA	23 - 45
		Total	**496 - 887**

Remarks: (1) Overall parameters of KIL 9844 and KIL 10978.

Annex B

Prepared by

Ramboll Hong Kong Limited

PROPOSED "FLAT" (IN-SITU CONVERSION) IN "COMMERCIAL (7)" ZONE, NO. 18 SALISBURY ROAD, TSIM SHA TSUI, KOWLOON (KOWLOON INLAND LOT NO. 9844 (PART))

AIR QUALITY IMPACT ASSESSMENT

Date	**December 2025**
Prepared by	**Susan Chan** **Environmental Consultant**
Signed	
Approved by	**Calvin CHIU** **Technical Director**
Signed	
Document No.	**R9653_v1.3**

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Ramboll Hong Kong Limited

21/F, BEA Harbour View Centre
56 Gloucester Road, Wan Chai, Hong Kong

Tel: (852) 3465 2888
Fax: (852) 3465 2899
Email: hkinfo@ramboll.com

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1. INTRODUCTION

1.1 Background

1.1.1 The Victoria Dockside development is located at No.18 Salisbury Road, Tsim Sha Tsui, Kowloon, as shown in **Figure 1.1**. It is currently zoned "Commercial (7)" ("C(7)") under the Draft Tsim Sha Tsui Outline Zoning Plan (OZP) No. S/K1/29, and is within Kowloon Inland Lot No. 9844. The Victoria Dockside development comprises, *inter alia*, (i) K11 MUSEA, a retail mall integrating premier art, design and leisure experiences, (ii) Grade A office space (K11 ATELIER), (iii) Rosewood Hotel Hong Kong, (iv) hotel-like serviced apartment Rosewood Residences; and (v) another hotel-like serviced apartment K11 ARTUS.

1.1.2 The Applicant is now seeking approval from the Town Planning Board under section 16 of the Town Planning Ordinance for the Proposed 'Flat' (In-situ Conversion) at K11 ARTUS ("the Application Premises"). The Proposal involves the in-situ conversion of existing hotel-like serviced apartments at K11 ARTUS into a maximum of 205 nos. of units for greater spectrum of uses in the complex with the intention to reinforce the sense of place, neighbourhood and vibrancy.

1.1.3 Since it only involves conversion of existing building, there will be no substantial construction work involved. Necessary conversion work may include removal/installation of partitioning for internal layout adjustment and fitting-out works.

1.1.4 Ramboll Hong Kong Limited is commissioned by the Applicant to provide environmental consultancy service to prepare the Air Quality Impact Assessment (AQIA) based on the in-situ conversion proposal. This AQIA is prepared as a technical supporting document to examine potential air quality impact and propose, where necessary, mitigation measures to attenuate any impact.

1.1.5 The design of the Conversion Scheme and other technical information on the proposed in-situ conversion are provided by the Applicant, whereas the traffic forecast is provided by the Project Traffic Consultant (MVA Asia Limited).

1.2 The Proposed In-situ Conversion

1.2.1 It is proposed to convert the existing rooms at K11 ARTUS to residential use with no change to the overall structure. K11 ARTUS occupies the lower block of Victoria Dockside (with 14 storeys, numbered as 8/F to 21/F above the retail podium). The floors below (i.e. 7/F and below) occupied for retail uses, in form of a podium, remain unchanged. The proposal will convert the 287 existing rooms to not more than 205 numbers of units. The overall structure, building facades and the existing balconies will be kept intact.

1.2.2 The tentative completion year is 2029. **Figure 1.1** shows the location of Victoria Dockside development and the Application Premises. Please refer to the planning statement under this application for the Conversion Scheme.

2. LEGISLATIVE REQUIREMENTS AND EVALUATION CRITERIA

2.1 Assessment Criteria

2.1.1 The principal legislation regulating air emissions in Hong Kong is the *Air Pollution Control Ordinance (APCO)* (Cap. 311). The new Hong Kong Air Quality Objectives (AQO) enacted on 11/4/2025 would be adopted for this AQIA. They are listed in **Table 2-1** below.

Table 2-1 Hong Kong Air Quality Objectives

Pollutants	Averaging Time	Concentration Limit[i] ($\mu g/m^3$)	No. of exceedances allowed per calendar year
Sulphur Dioxide (SO_2)	10-min	500	3
	24-Hour	40	3
Respirable Suspended Particulates (PM_{10}) [ii]	24-Hour	75	9
	Annual	30	NA
Fine Suspended Particulates ($PM_{2.5}$) [iii]	24-Hour	37.5	18
	Annual	15	NA
Nitrogen Dioxide (NO_2)	1-Hour	200	18
	24-Hour	120	9
	Annual	40	NA
Ozone (O_3)	8-Hour	160	9
	Peak Season	100	NA
Carbon Monoxide (CO)	1-Hour	30,000	0
	8-Hour	10,000	0
	24-Hour	4,000	0
Lead (Pb)	Annual	0.5	NA

Notes:

[i] All measurements of the concentration of gaseous air pollutants, i.e. sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.

[ii] Respirable suspended particulates (PM_{10}) mean suspended particles in air with a nominal aerodynamic diameter of 10 μm or less.

[iii] Fine suspended particulates ($PM_{2.5}$) mean suspended particles in air with a nominal aerodynamic diameter of 2.5 μm or less.

2.1.2 Annex 4 of amended Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM) stipulates that the odour level at air sensitive receiver should meet 5 odour units based on an averaging time of 5 seconds for odour prediction assessment.

2.2 Air Pollution Control (Fuel Restriction) Regulations

2.2.1 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 (SO_2) 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.

2.3 Hong Kong Planning Standards and Guidelines

2.3.1 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. The recommended buffer distances are reproduced in **Table 2-2** and **Table 2-3**.

Table 2-2 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 2-3 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

2.4 Existing Air Quality

2.4.1 The nearest general air quality monitoring station (AQMS) to the Application Premises is the Central/Western AQMS. The five most recent years of air quality monitoring data, 2020 to 2024, from this station are summarized in **Table 2-4**. According to the AQMS monitoring data presented in **Table 2-4**, exceedances in annual average of FSP concentrations are recorded in from 2020 to 2021, respectively, while 8-hour average and peak season average O_3 concentrations in 2022.

2.4.2 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.

2.4.3 As the tentative year of completion of the Proposed In-situ Conversion is 2029, the year of 2029 at Level 1 hourly background concentrations of NO_2, RSP, FSP and SO_2 in Grid (40,30) and (40,31) have been adopted for the purpose of this assessment and summarized in **Table 2-4**.

Table 2-4 EPD Air Quality Monitoring Data in Central/Western AQMS and Latest Version of PATH v3.0 (Grid 40,30 and Grid 40,31) (Year 2029) (Level: L1)

Pollutant	Averaging time	Parameter	AQO [1] (μg/m³)	Concentration [2] (μg/m³)						
				2020	2021	2022	2023	2024	PATH v3.0 in Year 2029 (40,30, L1)	PATH v3.0 in Year 2029 (40,31, L1)
RSP (PM_{10})	24-hour	10th highest	75	60	65	52	53	62	56	57
	Annual	Maximum	30	25	26	22	22	24	21	22
FSP ($PM_{2.5}$)	24-hour	19th highest	37.5	33	34	33	29	35	33	34
	Annual	Maximum	15	**16**	**16**	14	14	14	13	14
NO_2	1-hour	19th highest	200	128	149	142	142	130	95	102
	24-hour	10th highest	120	67	75	62	62	63	42	48
	Annual	Maximum	40	32	33	30	32	32	20	24
SO_2	10-minute	4th highest	500	31	51	62	36	22	25	25
	24-hour	4th highest	40	9	10	7	7	7	7	8
O_3	8-hour	10th highest	160	140	155	**197**	153	157	**178**	**173**
	Peak Season	Maximum	100	88	92	**101**	90	100	**121**	**118**
CO	1-hour	Maximum	30,000	-	-	-	-		602	608
	8-hour	Maximum	10,000	-	-	-	-		565	568
	24-hour	Maximum	4000	-	-	-	-		542	554

Note:
[1] New Air Quality Objectives enacted on 11 April 2025.
[2] Bolded and underlined values exceed the relevant AQO.

2.5 Identification of Air Sensitive Receivers during Operational Phase

2.5.1 Representative Air Sensitive Receivers (ASRs) of the Application Premises are selected within the Application Premises for the assessment of the air quality impacts arising from the surrounding air pollution sources during the operational phase. Since the Application Premises involves conversion of existing rooms at K11 ARTUS from 8/F to 21/F to residential use, levels from 8/F to roof would be selected for assessing air quality impacts.

2.5.2 The locations of the representative ASRs during operational phase are shown in **Figure 2.1** and summarized in **Table 2-5**.

Table 2-5 Representative ASRs for Operational Phase

ASR ID	Local Ground mPD	Flagpole Height, mAG	Assessment Height, mPD
A01 – A20	5.5	43.45 – 94.5	48.95 – 100

3. IDENTIFICATION OF AIR POLLUTION SOURCES

3.1 Construction Phase

3.1.1 Since only in-situ conversion of existing building will be involved, there will be no substantial construction works involved. The conversion activities may mainly include removal/installation of partitioning and fitting-out works, which will be carried out at indoors. In addition, as electricity supply during the conversion works of the project will be available, the contractor is expected to maximise the use of electricity and minimise reliance on diesel-fuelled equipment. With the implementation of proper mitigation measures and good site management, it is anticipated that adverse air quality impact during construction phase would not be anticipated.

3.1.2 The major air quality impact of concern during the construction phase will be the potential fugitive dust emission from construction activities and gaseous emission from the use of Powered Mechanical Equipment (PME) (such as concrete lorry mixers, dump trucks, lorries, etc.) for the transportation of construction materials/waste. Since only in-situ conversion of the existing building will be involved, the major dust emission sources during the construction phase are expected to arise from removal of partitioning.

Representative Air Sensitive Receivers

3.1.3 Representative air sensitive receivers (ASRs) within 500m from the Application Premises were identified, in accordance with the criteria stipulated in the EIAO-TM. Detailed information on these ASRs for the air quality assessment is provided in **Table 3-1** and **Figure 3.2**.

Table 3-1 Separation Distance between the Application Premises and Nearby Air Sensitive Receivers for Construction Phase

ASR ID	Identified ASR	Separation Distance	Land Uses [1]	No. of Storeys	Heights of ASR
ASR01	K11 ATELIER/ Rosewood Hong Kong	~20m	C	62	~5-265mPD
ASR02	Regent Hong Kong	~40m	C	14	~5-60mPD
ASR03	Hong Kong Cultural Centre	~265m	OU	5	~5-61mPD
ASR04	Middle Road Children's Playground	~80m	O	0	~14mPD
ASR05	H Zentre	~110m	C	20	~5-90mPD
ASR06	Sheraton Hong Kong Hotel & Towers	~90m	C	18	~5-61mPD
ASR07	The Salisbury – YMCA of Hong Kong	~290m	G/IC	16	~4-61mPD
ASR08	Kimpton Tsim Sha Tsui Hong Kong	~160m	C	42	~5-175mPD
ASR09	Hermes House	~170m	G/IC	13	~5-57mPD
ASR10	Far East Mansion	~185m	C	19	~4-61mPD
ASR11	26 Nathan Road	~205m	C	24	~4-114mPD
ASR12	The Kowloon Hotel	~250m	C	16	~4-61mPD

ASR ID	Identified ASR	Separation Distance	Land Uses [1]	No. of Storeys	Heights of ASR
ASR13	K11 MUSEA	0m [2]	C	10	~5-60mPD

Notes:
[1] C – Commercial; OU – Other Specified Uses; G/IC – Government, Institution or Community; and O – Open Space
[2] K11 MUSEA is directly underneath the Application Premises.

Identification of Potential Construction Air Quality Impacts

3.1.4 As mentioned in **Section 3.1.1**, the main conversion works would be removal/installation of partitioning and fitting-out works during the construction phase. Fugitive dust will be the potential major source of air quality.

3.1.5 There will be potential impacts of odorous and volatile organic compounds (VOCs) emissions from fitting-out works. The major emission source of VOCs and odour is anticipated from the use of solvent-based paints/coatings. To minimise VOCs emission and usage of organic cleaning solvent, water-based paint, which is VOC-free, will be used for fitting-out works. Since the work areas would be above ground and in an indoor setting, with proper mechanical ventilation devices (fans and blower) while keeping windows open for ventilation, odour generated from fitting-out works will be able to disperse and will not accumulate in the surrounding areas. Therefore, VOCs and odorous emission should be limited and should not induce significant environmental and health impact.

3.1.6 As mentioned in **Section 3.1.2**, gaseous emission from the use of PME will be the potential air quality impact during the construction phase. In general, the concrete lorry mixers, dump trucks and lorries with emission standard of Euro VI or equivalent are being used in construction industry. Therefore, air quality impact arisen from the gaseous emissions of them would not be considered as significant. The Application Premises is located at urban area. It is not practical to plan a travelling route which will be away from ASRs. However, as the Project is only in-situ conversion of existing building (i.e. the scale of the Project is much smaller than an infrastructure project and even general development project), the number of concrete lorry mixers/dump trucks/lorries generated should be low and should not induce significant impact on the ASRs.

Mitigation Measures for Construction Air Quality Impact

3.1.7 Fugitive dust emission arising from conversion activities can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses, good site management, and close monitoring by the resident engineers. The recommended dust mitigation measures are described below. With the adoption of good practices, it is expected that emission of construction dust can be kept at an acceptable level.

3.1.8 The dust control measures detailed below shall also be incorporated into the Contract Specification where practicable as an integral part of good construction practices:

- Any debris that may dislodge dust particles shall be covered entirely by impervious sheeting or stored in a debris collection area sheltered on the top and the 3 sides;
- Every debris chute shall be enclosed by impervious sheeting or similar materials;
- Before debris is dumped into a debris chute, it shall be sprayed with water or a dust suppression chemical so that it remains wet when it is dumped;

- Spray water when conducting dusty operation, such as breaking, grinding, sand papering and wood cutting work;
- Fit vacuum cleaner to grinding, sand papering or wood cutting machines;
- Maximise the use of electricity and minimise reliance on diesel-fuelled equipment as far as practicable; and
- Maintain good house-keeping and increase the cleaning frequency of the surrounding areas.

General Site Management

3.1.9 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of construction debris should be allowed, which should be let down by hoist or enclosed tunnel to the ground.

3.1.10 Frequent mist/ water spraying should be applied on dusty areas when conducting dusty operation. The amount of water spraying should be just enough to dampen the material without over-watering.

3.2 Operational Phase

3.2.1 Potential air quality impacts during the operational phase would be associated with the vehicular emissions from open sections of existing roads within the 500m Assessment Area. Emissions from the identified industrial sources and marine sources within the 500m Assessment Area would also be taken into account.

3.2.2 Apart from vehicular emissions from the existing roads within the 500m Assessment Area, vehicular emissions from the portals of underpass, the existing bus terminus or public light bus terminus within the 500m Assessment Area may contribute to the cumulative air quality impact on the representative ASRs for the operational phase. The assessment area of 500m from the boundary of the Application Premises is shown in **Figure 3.1**.

3.2.3 Vehicular emission comprises mainly Nitrogen Oxides (NO_x), Respirable Suspended Particulates (RSP), Fine Suspended Particulates (FSP), while emissions from the identified industrial and marine sources comprise mainly NO_x, RSP, FSP and Sulphur Dioxide (SO_2). Nitric Oxide (NO) and Nitrogen Dioxide (NO_2) are the most important constituents of NO_x, and NO_2 is mainly formed from the oxidation of emitted NO. Therefore, NO_2, RSP, FSP and SO_2 would be considered in the operational phase air quality impact assessment.

3.2.4 According to Table 1.3 in Chapter 9 of the HKPSG, 200m buffer distance is required from general odour sources to sensitive uses. No odour sources are identified within 200m from the Application Premises based on the desktop research and onsite surveys on 24 October and 28 November 2024. Accordingly, the requirement of the HKPSG could be satisfied and no adverse odour impact is anticipated.

3.2.5 NO_x, RSP, FSP and SO_2 emission from chimneys and other industrial and marine emission sources within the 500m Assessment Area (if any), as well as those from major point sources within 4km Area (if any), might contribute to the cumulative air quality impact on the identified ASRs.

4. OPERATIONAL PHASE AIR QUALITY ASSESSMENT

4.1 Overview of Assessment Approach

4.1.1 Cumulative AQIA at the representative ASRs would be undertaken with reference to EPD's "*Guidelines on Assessing the 'TOTAL' Air Quality Impacts*", taking into account Tier 1, Tier 2 and Tier 3 emission source contributions:

- Tier 1 contributions – no emission from the Application Premises is anticipated;
- Tier 2 contributions – other key emission sources within the study area (500m Assessment Area from the Application Premises) may have the potential to contribute to the cumulative air quality impact, including vehicular, industrial and marine emissions;
- Tier 3 contributions – represents background contributions which include other potential emission sources not captured by Tier 1 and Tier 2 contributions.

4.1.2 The proposed residential use at the Application Premises is expected to commence operation in 2029 upon the in-situ conversion, and the predicted hourly background concentrations of NO_2, RSP, FSP, SO_2 and O_3 in 2029 in the relevant PATH grids obtained from the PATH model v3.0 would be adopted as the background contributions.

4.2 Vehicular Emissions from the Open Roads

4.2.1 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, MVA Hong-Kong Limited, would be adopted in the assessment. Confirmation of the adopted traffic forecast data has been sought from Transport Department (TD) and is provided in **Appendix 4-7**.

4.2.2 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 commencement of operation of the proposed residential use. Traffic forecast for the identified roads for 3 design years, including 2029 (i.e. commencement of operation), 2036 (i.e. seven years after commencement), and 2044 (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.

4.3 Vehicular Emissions from Bus Terminus/ Public Light Bus Terminus

4.3.1 Two Bus Termini (BT) and three Public Light Bus Termini (PLBT) are found within 500m Assessment Area from the Application Premises, including Star Ferry Bus Terminus, Mody Road Bus Terminus, Ashley Road Public Light Bus Terminus, Hankow Road Public Light Bus Terminus, and Peking Road Public Light Bus Terminus, as shown in **Figure 4.1**. Those vehicular emissions would have the potential to cause air quality impacts to the Application Premises during the operational phase. NO_2, RSP and FSP impacts due to vehicular emissions from the above-mentioned BT and PLBT (including starting, idling and running emissions from Public Light Buses (PLB), Single Deck Franchised Buses (FBSD), and/or Double Deck Franchised Buses (FBDD)) were quantitatively assessed. The detailed assessment approaches for BT and PLBT, and the distribution of emissions are shown in **Section 4.6.18**.

4.3.2 Vehicle activity data for each relevant vehicle type (i.e. PLB, FBSD, and/or FBDD) associated with BT and PLBT was provided by the Project Traffic Consultant based on information from the bus company and information collected by traffic surveys during normal working days and covered 24 hours of each day of traffic surveys on 11 November and 12 November 2024, including:

- Number of starts and corresponding soak times for terminating vehicles for 24 hours within BT and PLBT;
- Number of non-terminating vehicles for 24 hours within BT and PLBT;
- Average travelling distance from ingress to stopping place within BT and PLBT;
- Average travelling distance from stopping place to egress within BT and PLBT;
- Average travelling speed within BT and PLBT; and
- Idling time for terminating and non-terminating vehicles within BT and PLBT.

4.3.3 The vehicle activity information used to calculate the starting, idling and running emissions (including NO, NO_2, RSP and FSP vehicular emissions) associated with BT and PLBT would be made to the *Calculation of Start Emissions in Air Quality Impact Assessment* published by EPD for the calculations of the starting, idling and running emissions. Starting and running emissions are based on emission factors predicted by the EMFAC-HK model (v4.3). Cold idling emissions are based on emission factors from Annex A of the *Calculation of Start Emissions in Air Quality Impact Assessment*, while warm idling emissions are based on emission factors from *Road Tunnels: Vehicle Emissions and Air Demand for Ventilation* published by World Road Association.

4.3.4 The starting emissions for diesel vehicles fitted with selective catalytic reduction (SCR) devices (i.e. PLB, FBSD, and/or FBDD) would be released over a total spread distance of 700m from where the vehicle start takes place. All running and idling emissions were released on the spot.

4.3.5 For emissions within BT and PLBT, starting emissions from terminating vehicles as well as idling and running emissions from terminating and non-terminating vehicles (if any) were considered and modelled. For emissions outside BT and PLBT, starting emissions from terminating vehicles associated with the remaining spread distance outside of the BT or PLBT were considered and modelled. All the calculated starting emissions from terminating vehicles would be adjusted based on their corresponding idling emissions within BT and PLBT, with reference to the *Calculation of Start Emissions in Air Quality Impact Assessment*.

4.4 Industrial Emissions in the Vicinity of the Application Premises

Sources within 500m Assessment Area from the Application Premises

4.4.1 The area within 500m Assessment Area from the Application Premises is zoned Commercial (C), Other Specific Uses (OU), Comprehensive Development Area (CDA), Open Space (O) and G/IC. There is no area zoned "industrial" within 500m Assessment Area from the Application Premises.

4.4.2 Based on onsite survey conducted on 24 October and 28 November 2024, it was confirmed that there was no active chimney identified within 500m Assessment Area from the Application Premises. It is confirmed that the chimney emission data have been validated and updated by consultant's own survey. It is understood that if there are any errors subsequently found in their chimney data used, the assessment results may be invalidated.

Major Point Sources within 4km Area from the Application Premises

4.4.3 Exhaust emission from Ma Tau Kok Gas Production Plant is identified as a major point source within 4km area from the Application Premises. Considering the presence of high-rise buildings in-between the Application Premises and Ma Tau Kok Gas Production Plant, there would be no direct impact from Ma Tau Kok Gas Production Plant on the identified ASRs for the Proposed In-situ Conversion. The potential impact from Ma Tau Kok Gas Production Plant is considered sufficiently represented by the PATH v3.0 model (i.e. Tier 3 contribution). Therefore, Ma Tau Kok Gas Production Plant would not be included for the air modelling regarded as background emissions.

4.5 Marine Vessel Emissions in the Vicinity of the Application Premises

Sources within 500m Assessment Area from the Application Premises

4.5.1 On-site surveys were conducted on 24 October 2024, 28 November 2024 and 26 July 2025, and desktop study of the marine vessels at the nearby piers has been reviewed. Scheduled regular cruises including Wing On Travel, Hong Kong Water Taxi, Hong Kong Water Taxi 18, Dukling, Aqua Luna for Victoria Harbour Tour, Ferry Services between Sam Ka Tsuen (Lei Yue Mun), Tsim Sha Tsui and Central by Coral Sea Ferry, Ferry Services for Employees of Hong Kong Electric and Shuttle Service for Guests of Lamma Rainbow Seafood Restaurant at the nearby piers, as well as ferry services between Central and Hung Hom by Fortune Ferry within the 500m assessment area, have been identified. Moreover, frequencies of the marine vessels at Kowloon Public Pier and the pier at Tsim Sha Tsui East were surveyed during the summer holiday weekend dated on 26 July 2025. These vessels would be classified into Government Vessels and Pilot boats at Kowloon Public Pier 5, Pilot boats at Kowloon Public Pier 6 and Pleasure Vessels at Kowloon Public Pier 1 to Kowloon Public Pier 6, as well as the above-mentioned scheduled regular cruises. The details of model inputs and the detailed information of the emission rates of cruise vessels for assessment are discussed in **Section 4.6.7**.

Sources within 4km Area from the Application Premises – Ocean Terminal and Kai Tak Cruise Terminal

4.5.2 The marine vessels emission of Ocean Terminal would be regarded as a background emission as the Terminal is identified as a major point source within 4km area from the Application Premises. The latest information (such as types and schedule of the cruises which will visit Ocean Terminal) available from the website of Ocean Terminal has also been reviewed. The details of model inputs and the detailed information of the emission rates of cruise vessels for assessment are discussed in **Section 4.6.8**.

4.5.3 Furthermore, the marine vessels emission of Kai Tak Cruise Terminal would also be considered to be another background emission as the Terminal is also identified as a major point source within 4km area from the Application Premises. The latest information (such as types and schedule of the cruises which will visit Kai Tak Cruise Terminal) available from the website of Kai Tak Cruise Terminal has also been reviewed. The details of model inputs and the detailed information of the emission rates of cruise vessels for assessment are discussed in **Section 4.6.8**.

4.6 Air Dispersion Model, Meteorological Data and Modelling Assumptions

Latest Version of PATH

4.6.1 Hourly meteorology data for a full year is extracted from PATH v3.0 provided by EPD (meteorological data year 2019, Grid (40,30)). Hourly mixing heights lower than 119m or higher than 2009m were corrected to 119m or 2009m respectively to align with the real meteorological data recorded by the Hong Kong Observatory (HKO) in

2019. Hourly wind speeds lower than 0.5m/s (i.e. calm wind condition) are corrected to 0.5m/s.

4.6.2 The hourly background concentrations of NO_2, RSP, FSP and SO_2 in Year 2029 are extracted from PATH v3.0 provided by EPD (Grid (40,30)) to predict the total air quality concentrations at ASRs.

Air Dispersion Model

4.6.3 The dispersion of NO_2, RSP, FSP and SO_2 were modelled using AERMOD software released by Lakes Environmental Software. The model is based on the principle of Gaussian dispersion and is widely accepted by EPD. It is used in this assessment to predict both concentration and deposition of pollutants from point and area sources.

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

4.6.4 Landuse types surrounding the Application Premises, 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

4.6.5 Emissions from chimneys, marine vessels, portals, open roads, BT and PLBT were assessed. **Table 4-1** shows a summary of the sources and the associated air pollutants of concern.

Table 4-1 Summary of Emission Sources

Sources		SO_2	NO_x	RSP	FSP
(i)	Chimney [1]	X	X	X	X
(ii)	Marine Vessels	✓	✓	✓	✓
(iii)	Portals	X	✓	✓	✓
(iv)	Open Roads	X	✓	✓	✓
(v)	BT and PLBT	X	✓	✓	✓

Note:
[1] No active chimney identified within 500m Assessment Area from the Application Premises

(i) Chimney Emissions

Sources within 500m Assessment Area from Application Premises

4.6.6 Based on onsite survey conducted on 24 October and 28 November 2024 as mentioned in **Section 4.4.2**, it was confirmed that there was no active chimney identified within 500m Assessment Area from the Application Premises, which complies with all recommended separation distances as stipulated in Chapter 9 of HKPSG.

(ii) Marine Vessels Emissions

Sources within 500m Assessment Area from the Application Premises

4.6.7 As mentioned in **Section 4.5.1**, scheduled regular cruises and other vessels including pleasure vessels, government vessels and pilot boats at Kowloon Public Pier and Tsim Sha Tsui East Pier have been identified. The details of model inputs and the detailed information of the emission rates of the vessels are shown in **Appendix 4-2** and locations of the marine vessels emission sources are shown in **Figure**

4.3 (a-t). Information of operation hours of the vessels is referred to the latest available information on the websites of the operators and the on-site surveys on 26 July 2025. Enquiries have been sent to the operators for the request of the information of engines installed for the vessels (please refer to **Appendix 4-2**). However, no reply was obtained. Therefore, the information related to the vessels has been collected/assumed by conducting onsite survey and desktop review for the information available from the approved EIA report for Route 11 (Section between Yuen Long and North Lantau) (Register No.: AEIAR-255/2023) and the approved EIA report for Expansion of Aberdeen Typhoon Shelter (Register No.: AEIAR-267/2025). According to the observation during onsite survey, the emissions from vessels were emitted horizontally. Therefore, "Horizontal" is chosen as release type for point sources to model the emissions during slow-cruising at Victoria Harbour and hotelling of vessels at the piers.

Sources within 4km Area from the Application Premises – Ocean Terminal and Kai Tak Cruise Terminal

4.6.8 As referred to 2nd paragraph of Section 2.3 of EPD's "*Guidelines on Assessing the 'TOTAL' Air Quality Impacts*", for Tier 3 – Background Contributions, a major point source located within 4km from a receptor should be evaluated to see if it can cause direct impact. According to the list of major point sources provided in the guideline, the marine cruise emission in hotelling mode of Ocean Terminal would be regarded as a background emission as the Terminal is identified as a major point source. Therefore, the impact arisen from the cruise emission in hotelling mode of Ocean Terminal would be assessed. According to the schedules for the Ship Calls in Year 2025 and Year 2026 of Ocean Terminal[1], the cruise with largest gross tonnage would be Carnival Luminosa. In addition, after reviewing the schedule, two cruises would be berthing (in hotelling mode) at the same time at Ocean Terminal only very occasionally in a year. Nonetheless, as a worst-case scenario, it is assumed that Carnival Luminosa will be berthing (in hotelling mode) at each berth of Ocean Terminal at the same time for every hour of a day for the whole year. The details of model inputs and the detailed information of the emission rates of cruise vessels are shown in **Appendix 4-2** and locations of Ocean Terminal emission sources are shown in **Figure 4.2**.

4.6.9 Similarly, according to the list of major point sources provided in the guideline, the marine cruise emission in hotelling mode of Kai Tak Cruise Terminal would be regarded as a background emission as the Terminal is identified as a major point source. Therefore, the impact arisen from the cruise emission in hotelling mode of Kai Tak Cruise Terminal would be assessed. According to the schedules for the Ship Calls in Year 2025 and Year 2026 of Kai Tak Cruise Terminal, the cruise with largest gross tonnage would be Costa Serena. In addition, after reviewing the schedule, two cruises would be berthing (in hotelling mode) at the same time at Kai Tak Cruise Terminal only very occasionally in a year. Nonetheless, similar to the approach regarding Ocean Terminal, as a worst-case scenario, it is assumed that Costa Serena will be berthing (in hotelling mode) at each berth of Kai Tak Cruise Terminal at the same time for every hour of a day for the whole year. The details of model inputs and the detailed information of the emission rates of cruise vessels are shown in **Appendix 4-2** and locations of Kai Tak Cruise Terminal emission sources are shown in **Figure 4.2**.

(iii) Portal Emissions

4.6.10 Based on a desktop study, all portals within the 500m Assessment Area have been identified. Portals emissions from the underpass at Salisbury Road would be

[1] Information from the cruise schedule of Ocean Terminal: http://www.oceanterminal.com.hk/en/schedule.php?f=t

identified as the portal emission sources. Location of the portals are shown in **Figure 4.4**.

4.6.11 According to the Permanent International Association of Road Congress Report (PIARC, 1991), the pollutants were assumed to eject from the portal as a portal jet such that 2/3 of the total emissions was dispersed within the first 50m of the portal and the other 1/3 of the total emission within the second 50m.

4.6.12 The 24-hour emission factor for the underpass in Year 2029 has been adopted in compiling the emission inventory of portals. The calculation of emission factors for portals and the daily profile of lowest temperature and relative humidity data in each hour for each month available at SAMP v2.1 would be adopted in the assessment. The details of model inputs of the emission rates of the portals and openings are shown in **Appendix 4-4**.

(iv) Open Roads Emissions

4.6.13 Air pollutant concentration at the Application Premises 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 Premises was calculated with the latest EMFAC-HK issued by EPD.

(v) Emissions of Bus Terminus/ Public Light Bus Terminus

4.6.14 As mentioned in **Section 4.3.1**, BT and PLBT were identified within 500m Assessment Area from the Application Premises, as shown in **Figure 4.1**. Mody Road Bus Terminus is enclosed/semi-enclosed equipped with mechanical ventilation. The locations of the ventilation exhausts and openings/egress/ingress were identified during the site visits conducted on 24 October and 28 November 2024. Based on the on-site observation for Mody Road BT, those louvres for the exhaust of air to the outdoor are located at the western side of the BT. Localized louvres for extracting the emissions from buses are provided near the bays within the BT. Therefore, emissions from buses within BT including their idling, starting and running emissions would be dissipated via mechanical ventilation and openings/egress/ingress. The emission information assumed and adopted would be based on the information collected by traffic surveys on 11 November and 12 November 2024 provided by traffic consultant. Due to the lack of information of the ventilation exhaust louvre (please refer to the reply from Transport Department and Electrical and Mechanical Services Department in **Appendix 4-13**), information of ventilation exhaust louvre (i.e. exit velocity and stack diameter) would be assumed by desktop review for the information available from the approved Section 16 Planning Application (No. A/K20/138) for West Kowloon Cultural District. The air pollutant concentration from the ventilation exhausts and openings/egress/ingress would be modelled with AERMOD.

4.6.15 Star Ferry Bus Terminus, Ashley Road Public Light Bus Terminus, Hankow Road Public Light Bus Terminus, and Peking Road Public Light Bus Terminus are Open Area BT/PLBT. The emission from the buses/PLBs within these BT and PLBT would be released to the atmosphere directly.

4.6.16 Precise approach has been adopted to estimate the BT and PLBT emission. The start emissions, running exhaust emission and idling emissions associated with the buses /public light buses at the BT and PLBT within the 500m Assessment Area (initial NO, initial NO_2, RSP and FSP) were calculated based on the starting emission and running exhaust emission factors predicted by EMFAC-HK model, cold idling emission factors from Calculation of Start Emissions in Air Quality Impact Assessment published by EPD, warm idling emission factors from Road Tunnels: Vehicle Emissions and Air

Demand for Ventilation published by World Road Association and traffic data provided by the traffic consultant.

4.6.17 Calculations of emissions associated with the BT and PLBT were referenced to the Calculation of Start Emissions in Air Quality Impact Assessment published by EPD. Start emissions for diesel vehicles fitted with selective catalytic reduction (SCR) devices (i.e. PLB, FBSD, and/or FBDD) were adjusted based on the idling emission and would be released over a total spread distance of 700m from where the start takes place, while running exhaust and idling emissions would be released on the spot. The minimum quarterly temperatures ranging from 12°C – 24°C and minimum quarterly relatively humidity (RH) ranging from 18% – 47% are adopted in the calculation of PTI emission. The locations of emission sources and the detailed calculation of the emissions are presented in **Appendix 4-3** and **Appendix 4-5**. The emission of the spread distance was modelled with AERMOD.

4.6.18 The assessment approaches for BT and PLBT are summarised as below.

Mody Road Bus Terminus

- Based on the on-site observation for BT, the louvres for the exhaust of air to the outdoor are located at the western side of the BT. No louvres for the exhaust of air and opening directly connected to the BT were observed at the southern side of the BT. As the louvres for the exhaust of air and the side opening at the western side of the BT would be closest to the ASRs of the Application Premises, 100% emission from the BT was distributed through the ventilation exhaust louvre (i.e. ten point sources) at the western side of the BT, while another 100% emission from the BT was distributed through the side openings (i.e. one area source) at the western side of the BT as a conservative assessment approach.

Star Ferry Bus Terminus

- 100% emission from the BT was distributed based on the emission area of the BT.

Hankow Road Public Light Bus Terminus

- 100% emission from the PLBT was distributed based on the emission area of the PLBT.

Ashley Road Public Light Bus Terminus

- 100% emission from the PLBT was distributed based on the emission area of the PLBT.

Peking Road Public Light Bus Terminus

- 100% emission from the PLBT was distributed based on the emission area of the PLBT.

(vi) Emissions of Heavy Good Vehicle (HGV)/ Coach Parking

4.6.19 Heavy good vehicle (HGV)/coach metered parking spaces identified within 500m Assessment Area based on the on-site survey conducted in October 2024 and November 2024 and desktop research are at Chatham Road South, Hankow Road, Mody Road, Bristol Avenue, Lock Road and Carnarvon Road, as shown in **Figure 4.5**. As these parking sites are located at least around 190m away from the Application Premises, broad-brush approach for applying starting emission for all vehicle types on the roads in order to assessing the impact has been adopted. The details of starting emission included in this assessment are discussed in **Section 4.7.21**.

4.7 Methodology of EMFAC-HK Modelling

Objective

4.7.1 The aim of conducting EMFAC Model is to calculate project-specific vehicle emission factor for criteria air pollutants (e.g. NO, NO_2, FSP and RSP) arising from vehicular tailpipe emission on the road carriageways within 500m Assessment Area of the Application Premises.

4.7.2 EPD's Smart Air Modelling Platform v2.1 (SAMP v2.1), which is embedded with EMFAC-HK Model version 4.3, is used to generate the model input files for modelling the emission from open roads.

EMFAC-HK Model

4.7.3 The latest available EMFAC-HK Model version 4.3 dated 13 January 2021 (the EMFAC-HK Model) has been adopted.

Guideline and Document

4.7.4 Several guidelines and documents published by EPD, which are available from the following EPD EMFAC-HK website (the EPD website), are referred to for EMFAC-HK Model input:

- http://www.epd.gov.hk/epd/english/environmentinhk/air/guide_ref/emfac-hk.html (the EPD website)
- Guideline on Modelling Vehicle Emissions (Released in January 2021) (the EPD Guideline)
- 2018 Licensed Vehicle by Age and Technology Group Fractions (the EPD Document)

Traffic Data

4.7.5 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 4-2**. Traffic forecast of Year 2029, 2036 and 2044 based on the traffic count are included in **Appendix 4-7**, which shows the number of trips travelled and the hourly average speed (kph) of road carriageways respectively and are used in the assessment.

Table 4-2 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

Vehicle Class Description	Fuel Type	Gross Vehicle Weight (tonnes)	Symbol 1 (in csv output file)	Symbol 2 (in bcd output file & traffic data)
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

4.7.6 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".

4.7.7 All concerned roadways shall be characterized with speed limits. Average speeds of 24 hours were prepared for each road.

4.7.8 The established road traffic data, including traffic flow, 24-hour vehicle mix and 24-hour average speed was provided by the Project Traffic Consultant. Confirmation from the Transport Department (TD) has been sought and the reply from TD for the traffic forecast is provided in **Appendix 4-7**. 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

Geographical Area

4.7.9 "Hong Kong" is selected as the Geographical Area.

Calendar Year

4.7.10 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 2029 (i.e. completion year of the proposed in-site conversion), 2036 (i.e. seven years after completion year), and 2044 (i.e. fifteen years after completion year).

Season or Month

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

Mode and Output

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

Temperature and Humidity

4.7.13 The information of temperature and relative humidity from PATH meteorological output in the corresponding grids was used in this assessment.

4.7.14 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 3 different grids (Grid (40, 30), Grid (40, 31) and Grid (41, 31)), the minimum quarterly temperatures and relative humidities among these covered PATH grids were applied for the calculation of emissions from BT/PLBT for both short-term and long-term air quality impact.

Speeds

4.7.15 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 4.7.8**, confirmation from TD has been sought and the reply from TD on the traffic forecast is provided in **Appendix 4-7**.

Exhaust / Evaporation Technology Fractions

4.7.16 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

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

Trips and VKT

4.7.18 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

4.7.19 Running exhaust fleet average emission factor (g/km) for NO_2, NO, RSP and FSP arising from all combinations of lowest hourly temperature and RH (see **Section 4.7.14**) with respect to each combination of speed and vehicle class have been adopted.

4.7.20 For each road, hourly composite running exhaust emission factor (NO_2/NO/RSP/FSP) will be determined by:

Hourly composite running exhaust emission factor (NO_2/NO/RSP/FSP) (g/veh-km)

= ∑ [hourly running exhaust fleet average emission factor for each vehicle class x % composition of corresponding vehicle class]

Starting Emission Factor

4.7.21 In general, no starting emission will be applied if the subject roads are with double yellow line and for the roads classified as District Distributor, Primary Distributor, Trunk Road and Expressway. However, as a conservative approach, starting emission has been applied to the roads within 500m Assessment Area. Therefore, all vehicle classes of the roads with on-street parking, metered parking spaces for Goods Vehicles and Buses/Coaches, no line or single yellow line and carparks within 500m Assessment Area considered with starting emission are all included in the calculation. As the information of the durations is not available, the maximum starting emission (g/trip) among different durations (from 5min to 720min) is adopted, which is considered as a more conservative approach.

4.7.22 The number of trip is dependent on the vehicle population. The default value of trip in the EMFAC-HK Model is the number of trips within HK given a defined vehicle population. Since there is no project-specific vehicle population data, it is proposed to estimate the number of trips within the 500m Assessment Area with respect to the project-specific vehicle-kilometer-travelled (VKT) given the assumption that the VKT is related to vehicle population.

4.7.23 It is assumed that there is starting emission on all of the roads within 500m Assessment Area. For the local and rural roads within the 500m Assessment Area , the number of trips is estimated by scaling the number of trips for vehicle class within the entire HK using the ratio of VKT for local and rural roads within the 500m Assessment Area to VKT for local and rural roads within the entire HK.

$$Trip\ for\ local\ and\ rural\ roads\ within\ the\ study\ area = Trip\ for\ local\ and\ rural\ roads\ within\ HKSAR * \frac{VKT\ for\ local\ and\ rural\ roads\ within\ the\ study\ area}{VKT\ for\ local\ and\ rural\ roads\ within\ HKSAR}$$

Note: For particular vehicle class and particular hour

4.7.24 The same method was also adopted in the approved Liantang EIA (Register No.: AEIAR-161/2011). The estimation of % of VKT for local and rural roads within HK is shown in **Appendix 4-8**.

4.7.25 In this assessment, the estimated VKT for local and rural roads with possible starting emission amounts to ~21.7988% of total VKT, which is calculated by raw data of 2023 provided by TD and the estimated % of VKT for local and rural roads is agreed with EPD. Trip per VKT for local and rural road for each class will be determined by:

Trip/VKT (1/veh-km) for each vehicle class

= HK total number of trips for each vehicle class ÷ (HK total VKT travelled for each vehicle class x % of daily vehicle-km for local and rural roads in Hong Kong).

4.7.26 Based on the hourly traffic flow from the Project Traffic Consultant, the hourly total starting emission (gram/km) for each vehicle class along each road will be determined by:

Hourly total starting emission (g/km) for each vehicle class = starting emission rate for each vehicle class x Trip/VKT for each vehicle class x traffic flow for each vehicle class along each road

4.7.27 The hourly total starting emission for each road is the sum of hourly total starting emission (gram/km) for each vehicle class along the same road. The hourly composite starting emission factor is calculated by dividing the value using the hourly traffic flow:

Hourly total starting emission (g/km) = Σ [hourly total starting emission for each vehicle class]

Hourly composite starting emission factor (g/veh-km) = hourly total starting emission ÷ hourly total traffic flow

Assessment Year

4.7.28 The air quality impact of the vehicular emissions are typically calculated based on the highest emission strength from the traffic forecast data within the first 15 years after the completion of the proposed in-situ conversion at the Application Premises (i.e. between 2029 and 2044). The assessment year is selected to represent the highest emission scenario given the combination of vehicular emission factors and traffic flow for the same year. The worst assessment year has been determined based on the highest NO_x, RSP and FSP emission scenario using the EMFAC-HK model. Sensitivity tests have been conducted to determine the worst-case scenario given the combination of vehicular emission factors and the projected traffic flow for the following selected years within 15 years after the completion of the proposed in-situ

conversion. The representative years are 2029 (i.e. completion year), 2036 (i.e. seven years after completion year) and 2044 (fifteen years after completion year). A zero emission vehicle scenario option is selected in SAMP v2.1 for calculating open road and portal emission. Details of sensitivity analysis of the emission inventories of the vehicular emission from open roads is shown in **Appendix 4-9**. Based on the results, the greatest total emission for NO_x, RSP and FSP is in Year 2029, therefore, Year 2029 has been selected as the worst-case model year for the air quality.

4.8 Vehicular Emission Dispersion Modelling Approach

4.8.1 In line with EPD's "Guidelines on Choice of Models and Model Parameters", vehicular emission impacts arising from open roads will be modelled by AERMOD – a model that was developed by USEPA based on Gaussian dispersion.

Meteorological Data

4.8.2 Hourly meteorological data of Grid (40,30) for a full year is extracted from the PATH v3.0 released by EPD in January 2024. Hourly wind speeds lower than 0.5m/s (i.e. calm wind condition) are corrected to 0.5m/s. Hourly Pasquill stability classes are extracted from the PATH v3.0. Hourly mixing heights are capped between the minimum and maximum values measured at King's Park AWS (2019), i.e. 119m and 2009m.

Noise Barrier and Semi-Enclosure

4.8.3 Neither vertical nor cantilevered noise barriers are found within 500m from the Application Premises according to the findings from onsite visits. Therefore, no noise barriers are considered in the model assessment.

Road Elevation

4.8.4 The base elevation is the elevation of the ground surface underneath the road link in meter above Principal Datum (mPD). The height of the road surface above ground (in mAG) should be added to the base elevation to calculate the release height in mPD.

4.9 Post-processing of Modelling Results and Background Pollutant Contribution

4.9.1 Pollutant dispersion from vehicular emissions have been simulated using the AERMOD model. Dispersion results and background pollutant contributions have been combined and post-processed for the different averaging periods required for comparison with the relevant AQOs.

Ozone Limiting Method for Short-term Cumulative NO_2 Assessment

4.9.2 The conversion of NO_x to NO_2 is a result of a series of complex photochemical reactions and determines the prediction of near field impact of NO_x emissions. To determine vehicular emission impacts, the emission factors of NO_2 are extracted from the results of the EMFAC-HK Model version 4.3 and the emission factors of NO are calculated from the emission factors of NO_x and NO_2 for all motor vehicle types. For the marine emissions, initial NO_2 to NO_x ratio for cruises and other marine sources is assumed as 10% with reference to *Technical Support Document (TSD) for NO2-related AERMOD Modifications* issued by U.S. Environmental Protection Agency.

4.9.3 For NO_x in particular, an algorithm has been built-in to convert a portion of NO_x predicted at ASRs into NO_2 using the Ozone Limiting Method (OLM) when they mix with the ambient O_3. The OLM assumes a conversion process that is stoichiometrically limited by the ambient O_3 levels, and hence the latter can be used to predict the maximum convertible NO_2 from NO_x for superimposing onto the initial

"out-of-tailpipe / in-stack" NO_2 levels as the base level. OLM has been applied for the sum of the vehicular, industrial and marine vessels emission sources to compare with the available ozone for conversion to NO_2.

$$[NO_2]_{Predicted} = [NO_2]_{initial} + Min([NO]_{Predicted} \; or \; \frac{46}{48}[O_3]_{PATH})$$

Jenkin Method for Long-term Cumulative NO_2 Assessment

4.9.4 For the long-term cumulative NO_2 assessment (i.e. predictions of annual average NO_2 concentration), Jenkin Method was adopted for the conversion of cumulative annual average NO_x to cumulative annual average NO_2. The details of Jenkin Method for this assessment extracted from the SAMP v2.1 are shown in **Appendix 4-10**.

Estimation of SO_2 Concentration

4.9.5 For the estimation of 10-minute average SO_2 concentration, EPD's "*Guidelines on the Estimation of 10-minute Average SO2 Concentration for Air Quality Assessment in Hong Kong*" was followed. The stability-dependent multiplicative factors for converting 1-hour average concentrations to 10-minute average concentrations are listed in **Table 4-3**.

Table 4-3 Conversion Factor from 1-Hour to 10-minute

Stability Category [1]	1-hour to 10-minute Conversion Factor
A	2.45
B	2.45
C	1.82
D	1.43
E	1.35
F	1.35

Notes:
[1] Stability Category are extracted from the PATH v3.0 released by EPD on 31st January 2024.

Background Pollutant Contribution

4.9.6 The latest Pollutants in the Atmosphere and their Transport over Hong Kong model (PATH v3.0) released by EPD is used to estimate the background air quality. Since year 2029 has been selected as the assessment year, PATH v3.0 for year 2029 of Grid (40,30) has been adopted as the background concentration.

4.10 Cumulative Pollutant Concentrations at ASRs

4.10.1 The predicted NO_2, RSP, FSP and SO_2 results from AERMOD (Tier 2 contributions) at the relevant assessment heights of each ASR have been added up with the PATH background concentrations (Tier 3) on an hour-by-hour basis. Relevant time-period averages of the 8,760 hourly results for NO_2, RSP, FSP and SO_2, at the ASRs have been calculated for comparison with the respective assessment criteria to evaluate compliance.

4.11 Assessment Results

4.11.1 The predicted results of NO_2, RSP, FSP and SO_2 at all identified ASRs are summarized in **Table 4-4** and **Appendix 4-11**. Contour plots at corresponding levels with the highest air quality impact for 1-hour average NO_2, 10-minute average SO_2 & 24-hour average SO_2 at 94.50m above ground (i.e. R/F), 24-hr average NO_2 at 82.29m above ground (i.e. 19/F), annual average NO_2, 24-hour average RSP & annual average RSP, 24-hour average FSP & annual average FSP at 43.45m above ground (i.e. 8/F) are shown in **Appendix 4-12**.

Table 4-4 Predicted Cumulative Concentrations of Pollutants at Representative Air Sensitive Receivers during Operational Phase

ASR	Predicted Cumulative Concentration (μg/m³)								
	NO_2			RSP		FSP		SO_2	
	19th Highest Hourly Average	10th Highest 24-hr Average	Annual Average	10th Highest 24-hr Average	Annual Average	19th Highest 24-hr Average	Annual Average	4th Highest 10-min Average	4th Highest 24-hr Average
	AQO = 200	AQO = 120	AQO = 40	AQO = 75	AQO = 30	AQO = 37.5	AQO = 15	AQO = 500	AQO = 40
A01	110-129	61-62	25.5-26.2	56-57	21	33	13	42-46	9-12
A02	110-127	61-62	25.5-26.2	56-57	21	33	13	43-47	9-12
A03	110-126	61-63	25.4-26.2	56-57	21	33	13	43-48	9-12
A04	110-127	61-62	25.4-26.2	56-57	21	33	13	43-47	9-12
A05	110-127	60-62	25.4-26.2	56-57	21	33	13	42-45	9-12
A06	110-127	60-61	25.3-26.2	56-57	21	33	13	41-45	9-11
A07	110-127	60-61	25.3-26.2	56-57	21	33	13	41-43	9-11
A08	110-127	59-61	25.3-26.2	56-57	21	33	13	40-42	9-11
A09	110-127	59-61	25.3-26.2	56-57	21	33	13	39-41	9-11
A10	110-127	59-61	25.3-26.2	56-57	21	33	13	40-42	9-11
A11	110-126	59-61	25.3-26.3	56-57	21	33	13	41-44	9-11
A12	110-125	60-61	25.3-26.3	56-57	21	33	13	42-44	9-11
A13	110-126	60-62	25.3-26.3	56-57	21	33	13	42-45	9-11
A14	110-126	60-62	25.3-26.3	56-57	21	33	13	43-46	9-11
A15	111-127	60-62	25.4-26.3	56-57	21	33	13	43-47	9-11
A16	111-126	60-63	25.4-26.3	56-57	21	33	13	44-48	9-11
A17	111-126	61-63	25.4-26.3	56-57	21	33	13	44-50	9-12
A18	111-126	62-63	25.5-26.3	56-57	21	33	13	44-49	9-12
A19	110-127	62	25.5-26.2	56-57	21	33	13	43-48	9-12
A20	110-129	61-62	25.5-26.2	56-57	21	33	13	42-47	9-12

NO_2

4.11.2 The predicted results of the 19th highest 1-hour average, 10th highest 24-hour average and annual average NO_2 concentration at all identified ASR at selected levels are summarized in **Appendix 4-11**. The results indicate that 19th highest 1-hour average, 10th highest 24-hour average and annual average NO_2 concentration at all selected locations of the Application Premises would comply with the relevant Hong Kong's AQOs.

RSP

4.11.3 The predicted results of the 10th highest 24-hour average and annual average RSP concentrations for all identified ASRs at selected levels are summarized in **Appendix 4-11**. The results indicate that RSP concentrations at all selected locations of the Application Premises would comply with the relevant Hong Kong's AQOs.

FSP

4.11.4 The predicted results of the 19th highest 24-hour average and annual average FSP concentrations for all identified ASRs at selected levels are summarized in **Appendix 4-11**. The results indicate that FSP concentrations at all selected locations of the Application Premises would comply with the relevant Hong Kong's AQOs.

SO_2

4.11.5 The predicted results of the 4th highest 10-minute average and 4th highest 24-hour average SO_2 concentrations for all identified ASRs at selected levels are summarized in **Appendix 4-11**. The results indicate that SO_2 concentrations at all selected

locations of the Application Premises would comply with the relevant Hong Kong's AQOs.

5. CONCLUSION

5.1.1 Potential impacts of fugitive dust would be generated from in-situ conversion works. Given the limited scale of the project, with implementation of proper mitigation measures and good site management, it is anticipated there will not be any adverse air quality impacts during construction phase.

5.1.2 No odour sources are identified within 200m from the Application Premises. Also, as no adverse odour impact is anticipated, it is considered that odour impact assessment would not be required.

5.1.3 The predicted concentrations of assessment parameters (NO_2, RSP, FSP and SO_2) at all identified ASRs of the Application Premises are expected to be within the relevant AQOs.

Figures

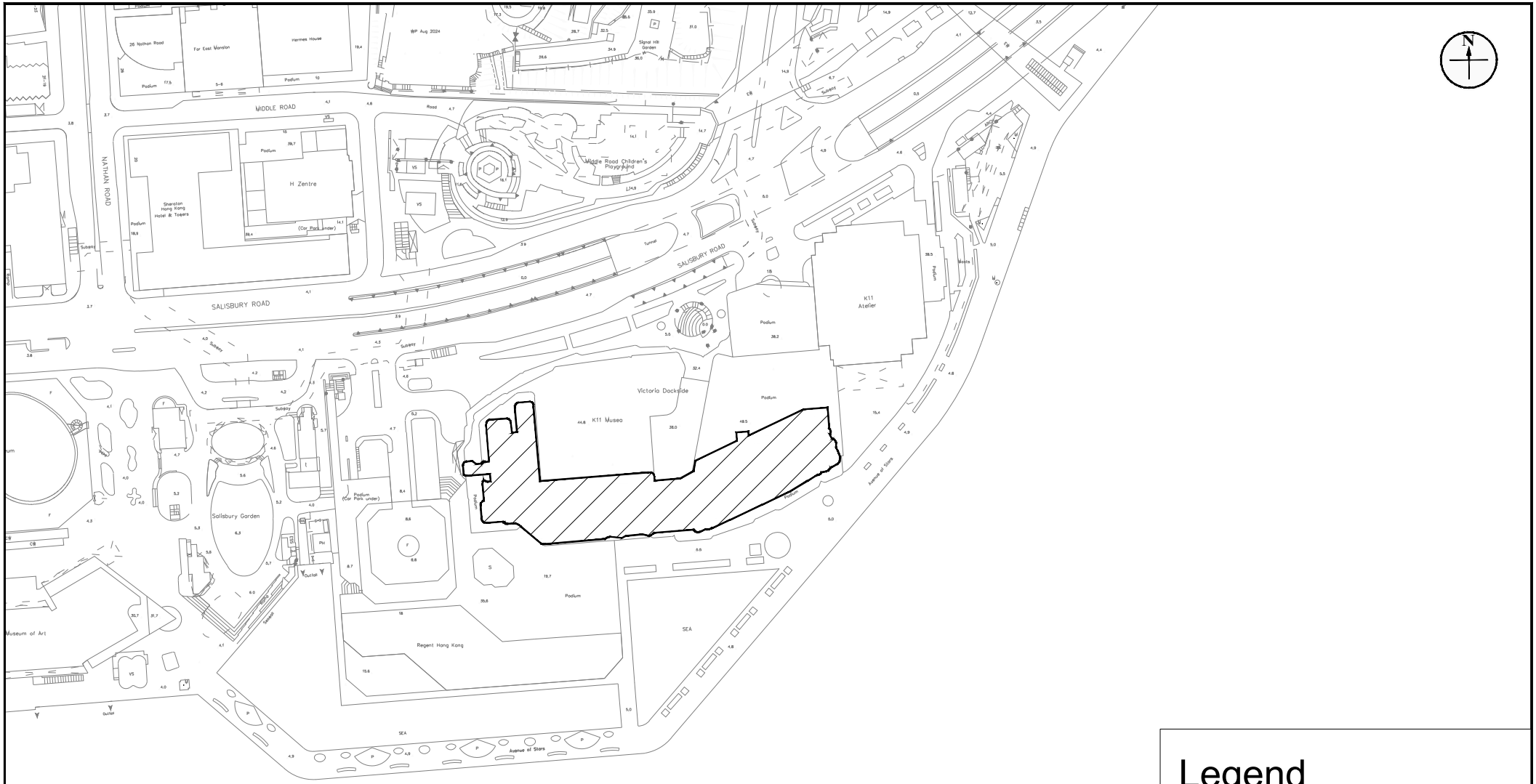


Figure: 1.1	RAMBOLL
Title: Location of the Application Premises and Its Environs	Drawn by: SC Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025

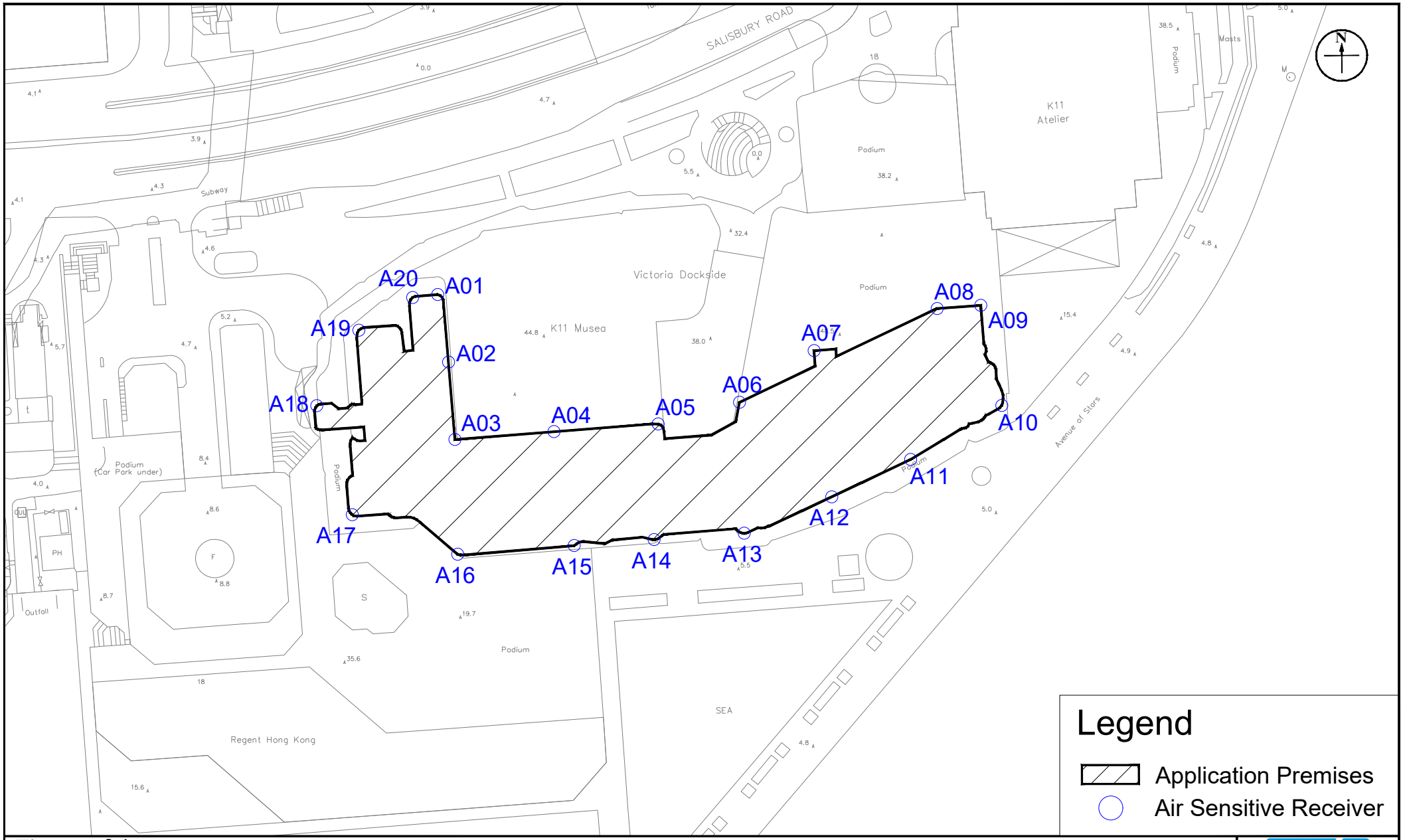


Figure: 2.1	RAMBOLL
Title: Location of Representative Air Sensitive Receivers during Operational Phase	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Sep 2025

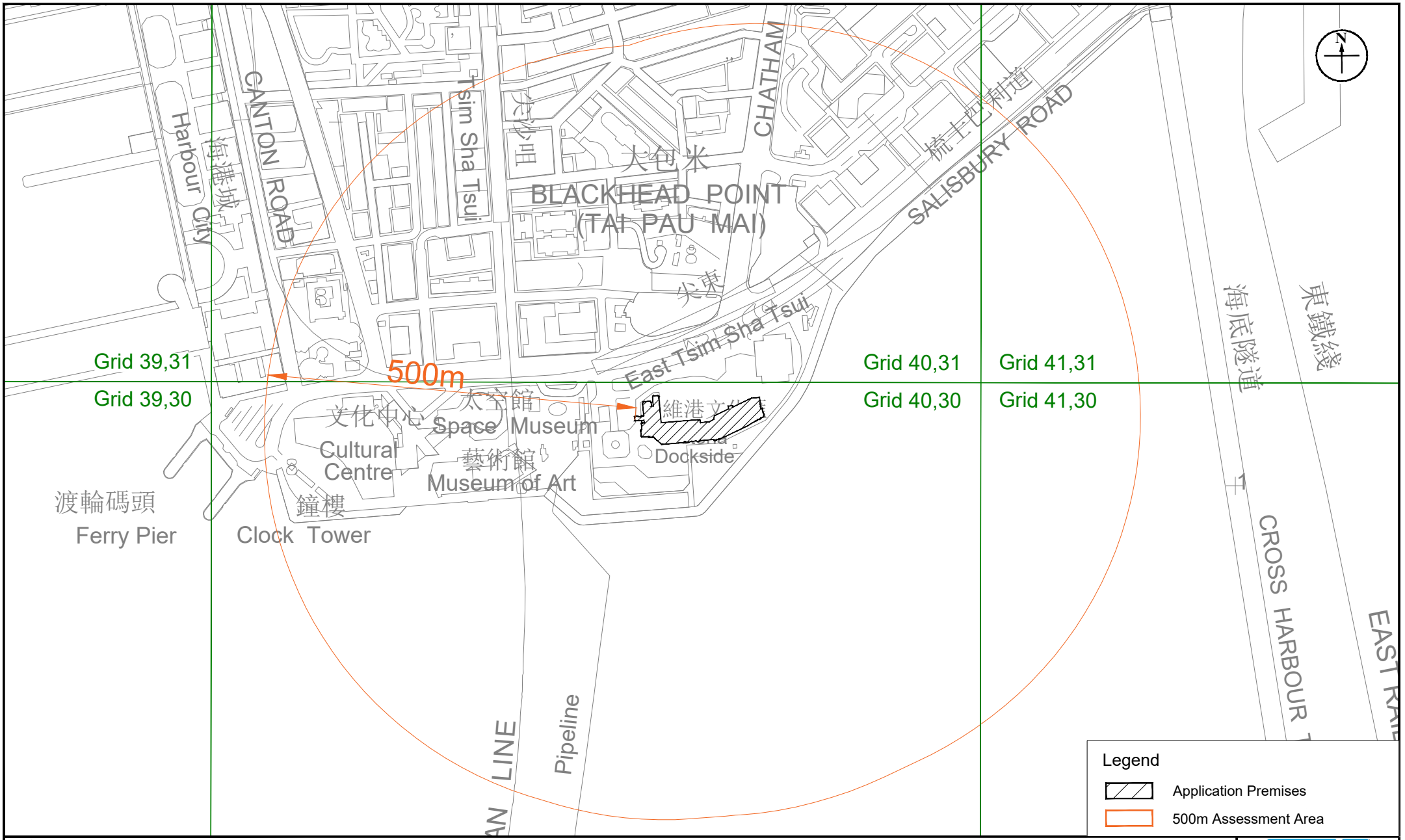


Figure:	3.1
Title:	500m Assessment Area from the Boundary of Application Premises
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

Drawn by:	SC
Checked by:	CC
Rev.:	1.1
Date:	Aug 2025

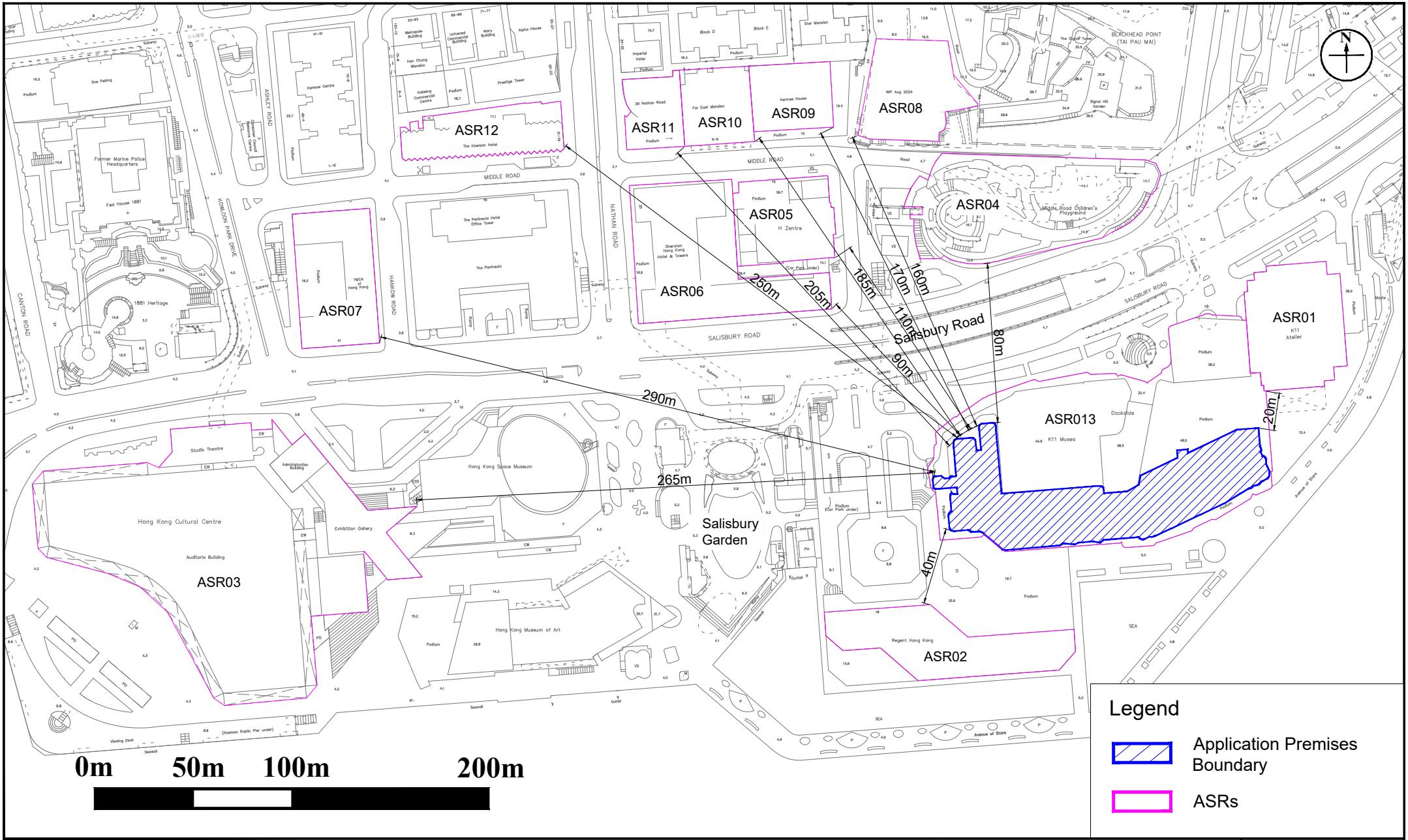


Figure: 3.2	RAMBOLL
Title: Air Sensitive Receivers in the Surroundings of the Application Premises	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No.18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (Part))	Rev.: 1.2 Date: Oct 2025

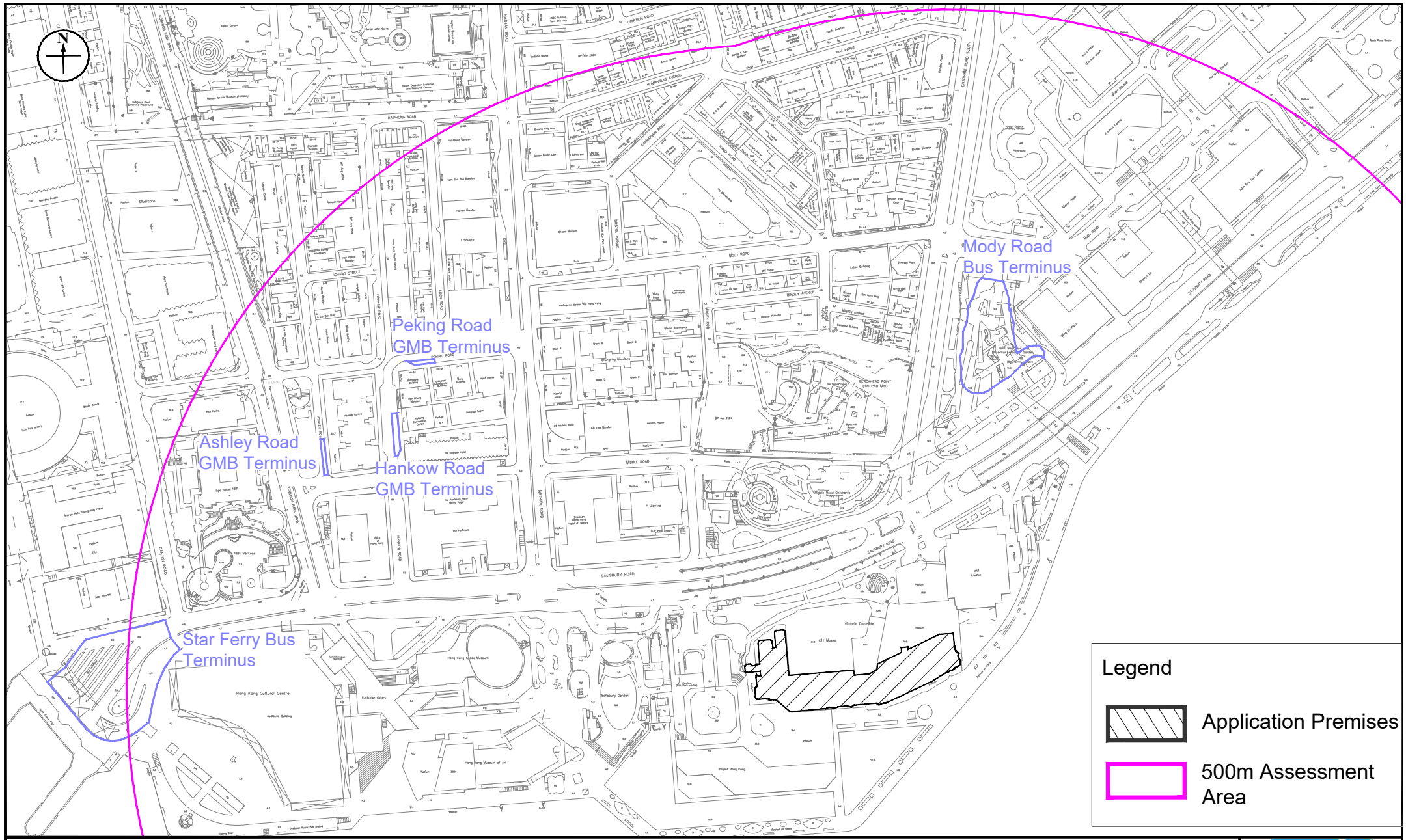


Figure:	4.1
Title:	Location of Identified Bus Terminus / Public Light Bus Terminus within 500m Assessment Area
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

Drawn by:	AW
Checked by:	CC
Rev.:	1.0
Date:	Jan 2025

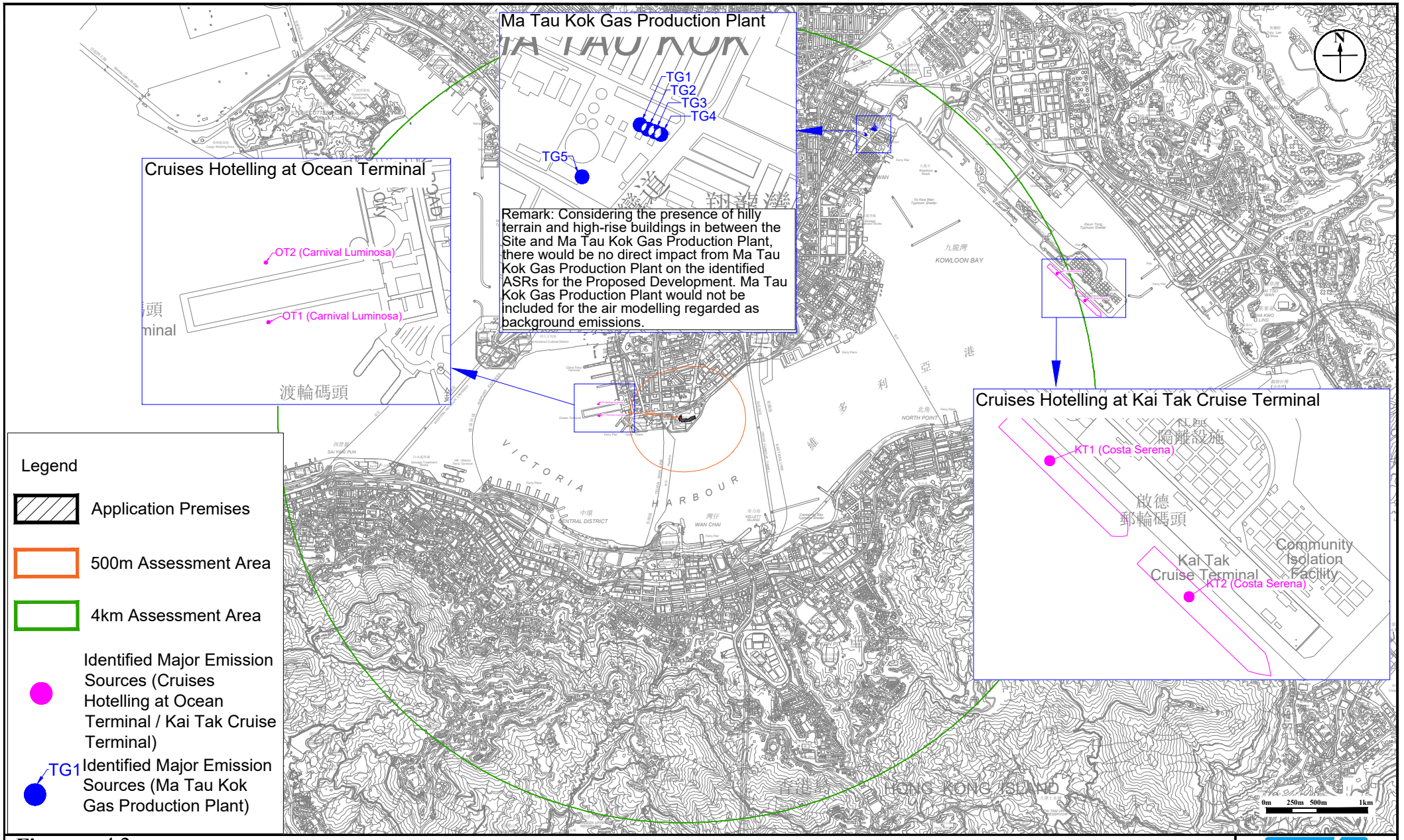


Figure: 4.2

Title: Location of Major Emission Sources within 4km Area

Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

Drawn by:	SC
Checked by:	CC
Rev.:	1.1
Date:	Sep 2025

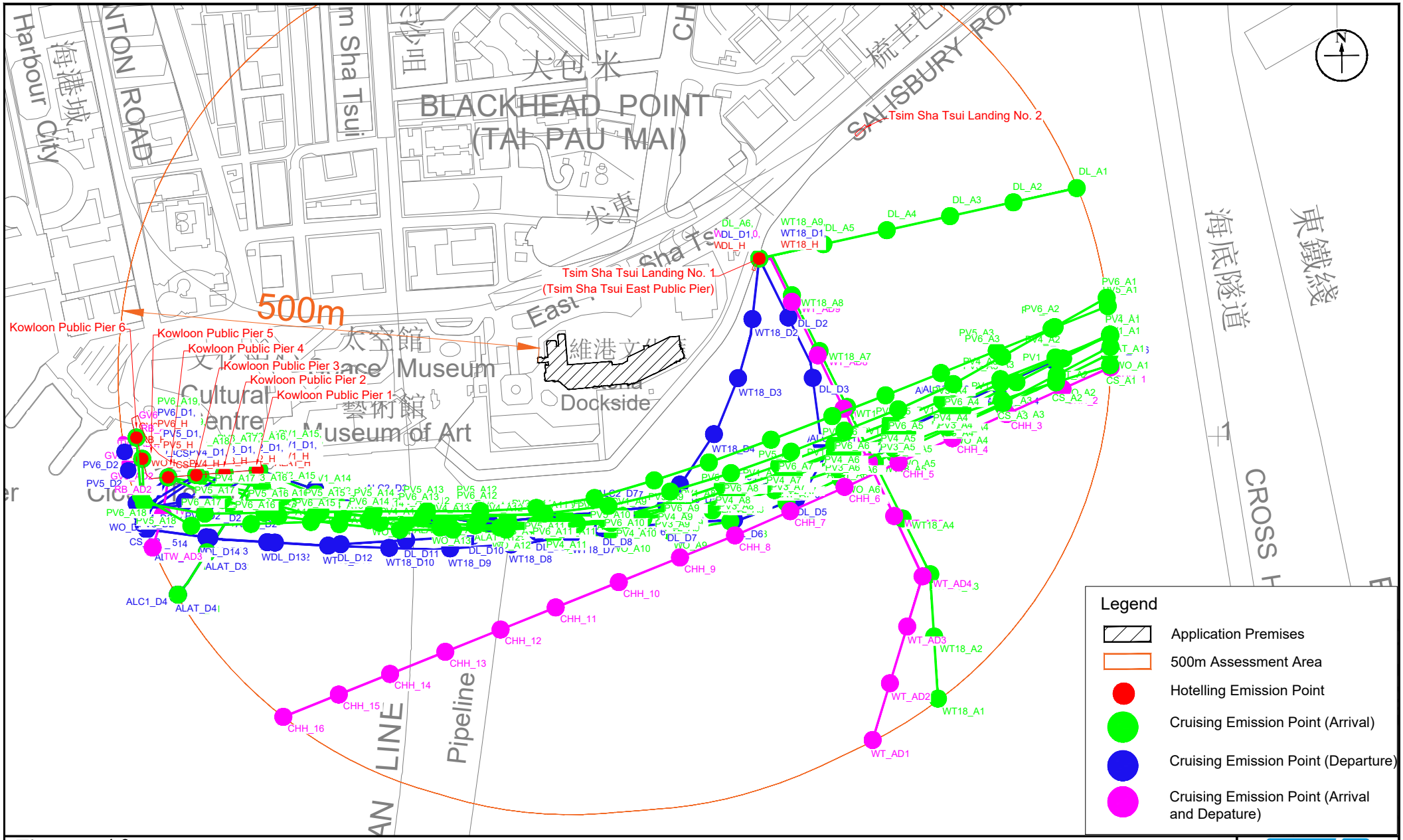


Figure: 4.3	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

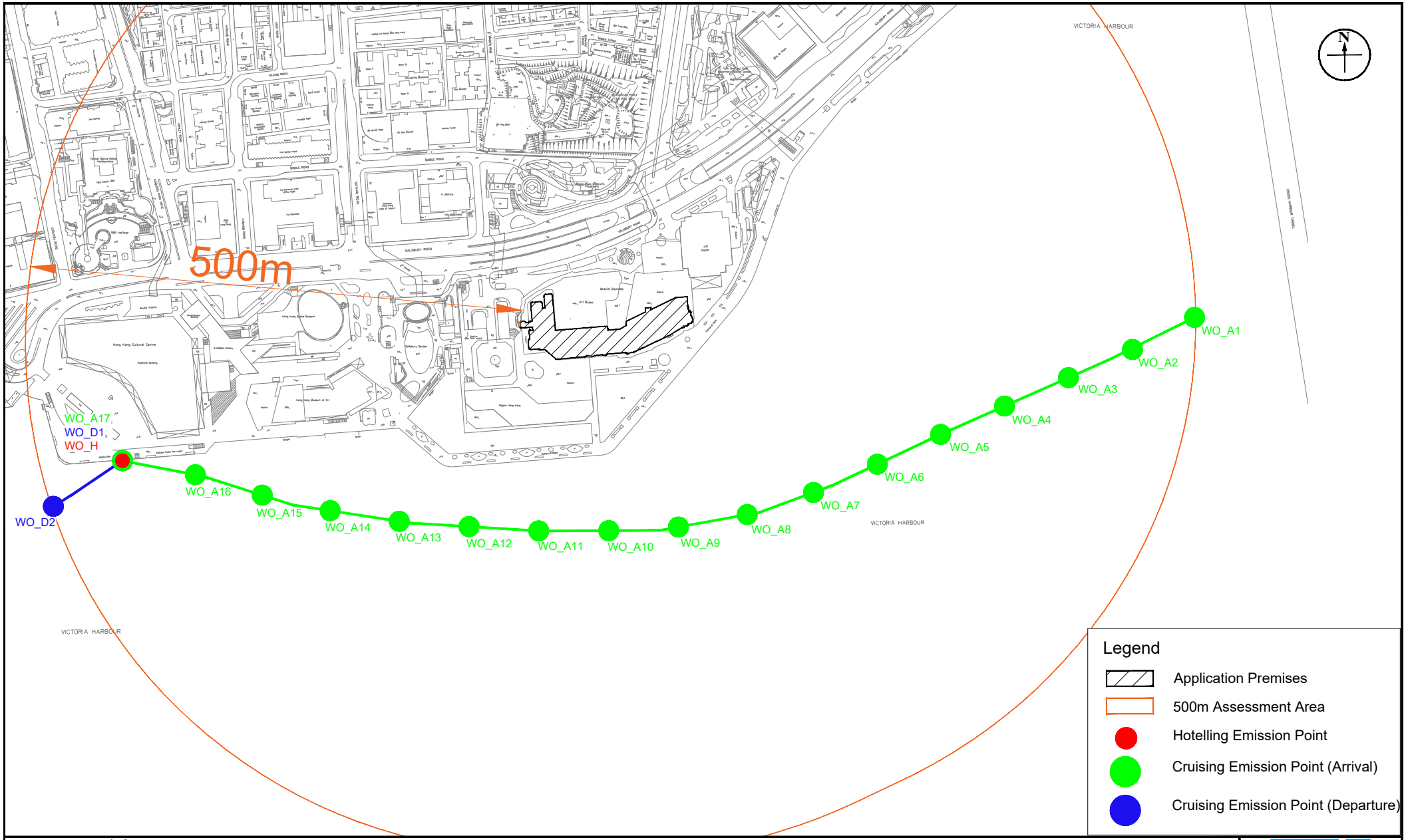


Figure: 4.3a	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Cruise of Wing On Travel	Drawn by: SC Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025

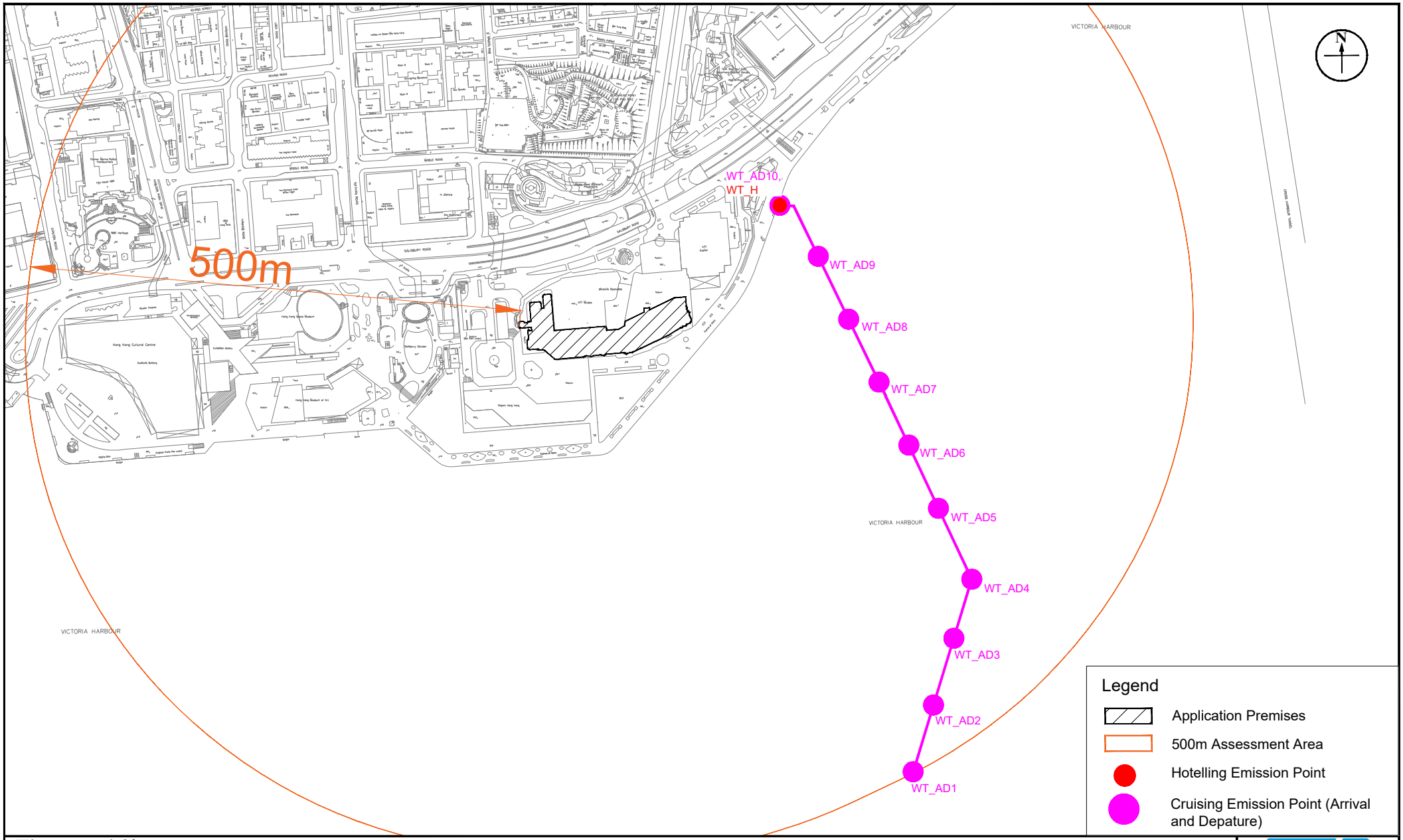


Figure: 4.3b	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Cruise of Hong Kong Water Taxi	Drawn by: SC Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

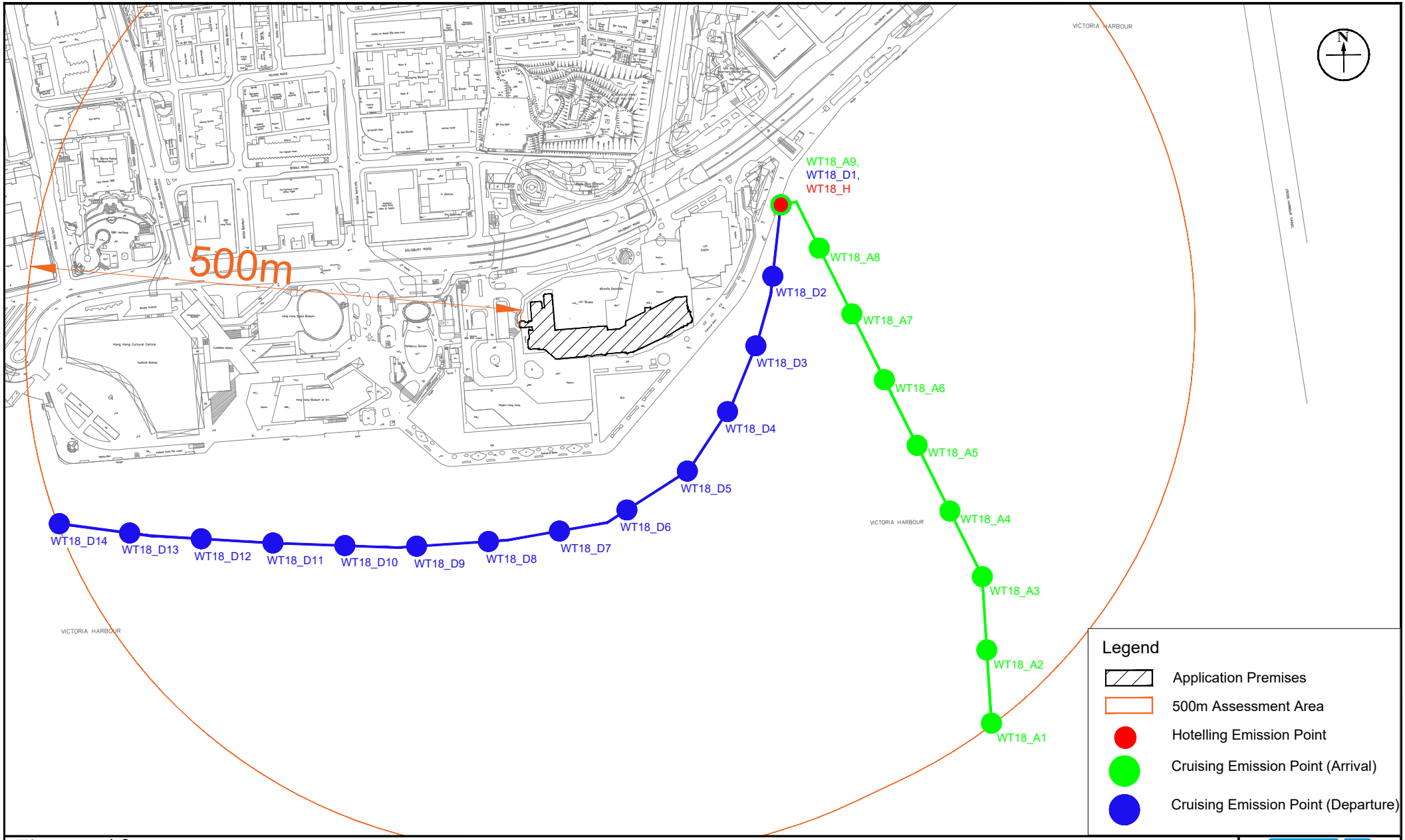


Figure: 4.3c		RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Cruise of Hong Kong Water Taxi 18		Drawn by: SC Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))		Rev.: 1.0 Date: Jan 2025

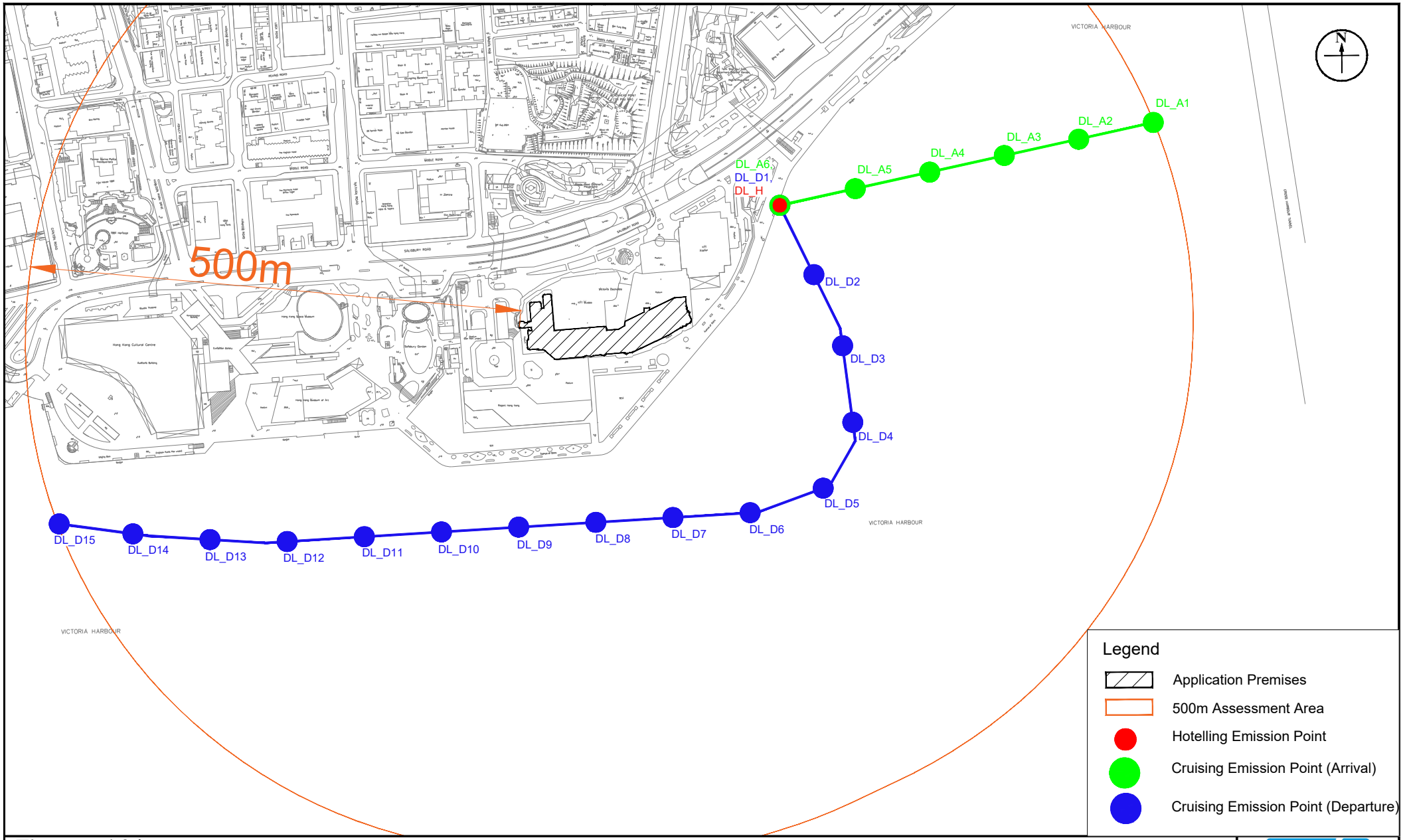


Figure: 4.3d	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Cruise of Dukling	Drawn by: SC Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025

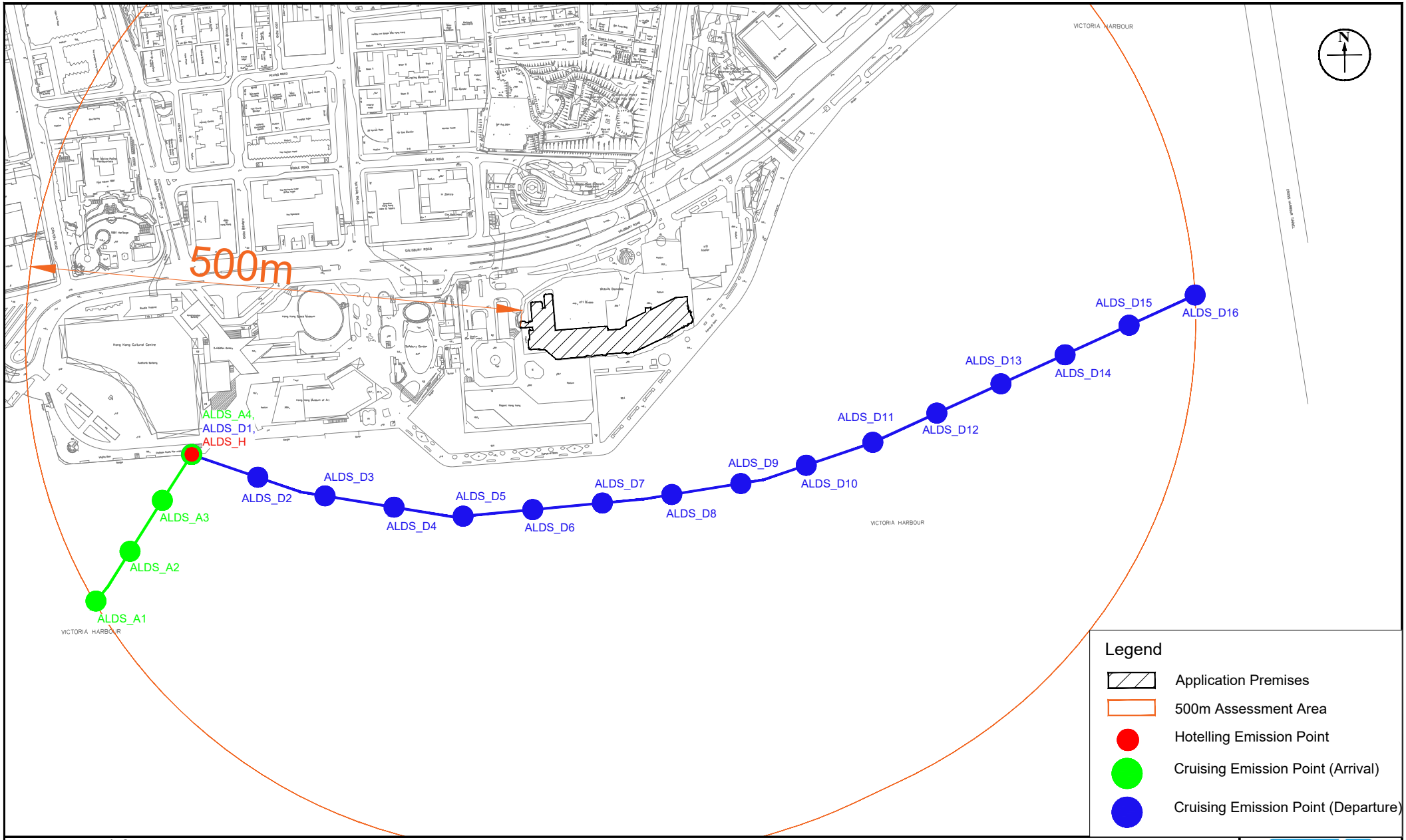


Figure: 4.3e	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Dim Sum Cruise of Aqua Luna	Drawn by: SC Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025

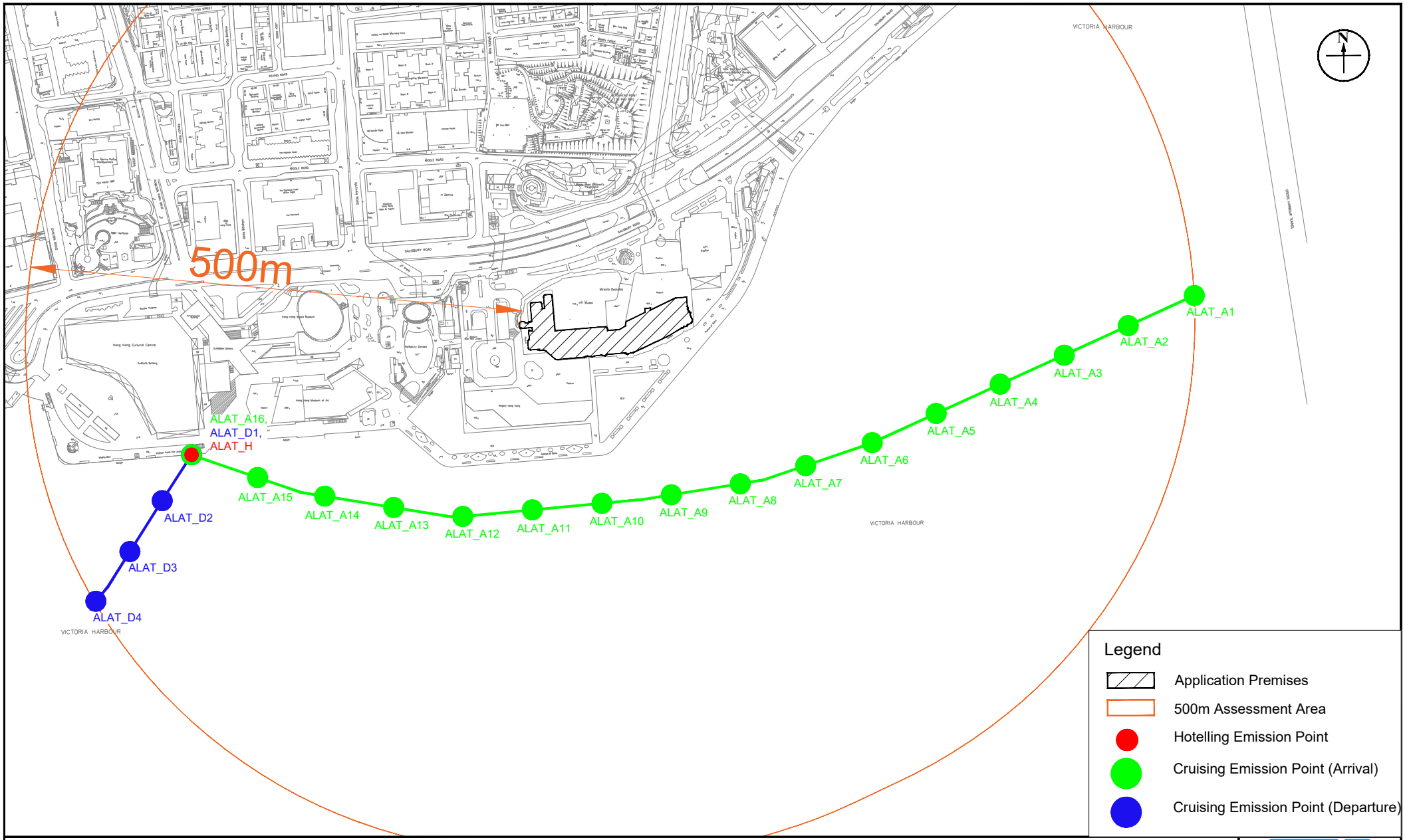


Figure: 4.3f	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Afternoon Tea Cruise of Aqua Luna	Drawn by: SC Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025

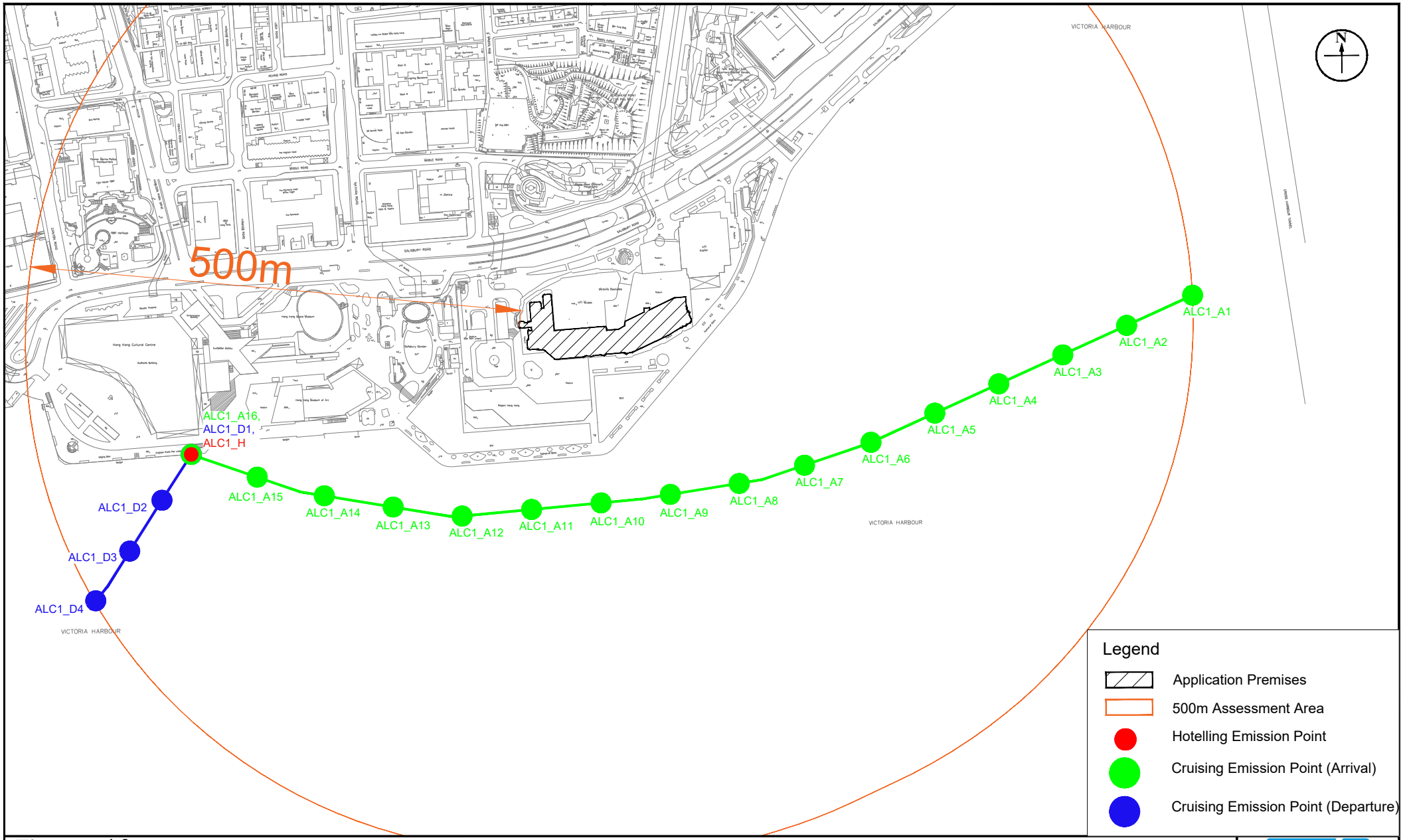


Figure: 4.3g	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Cruise 1 of Aqua Luna	Drawn by: SC Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025

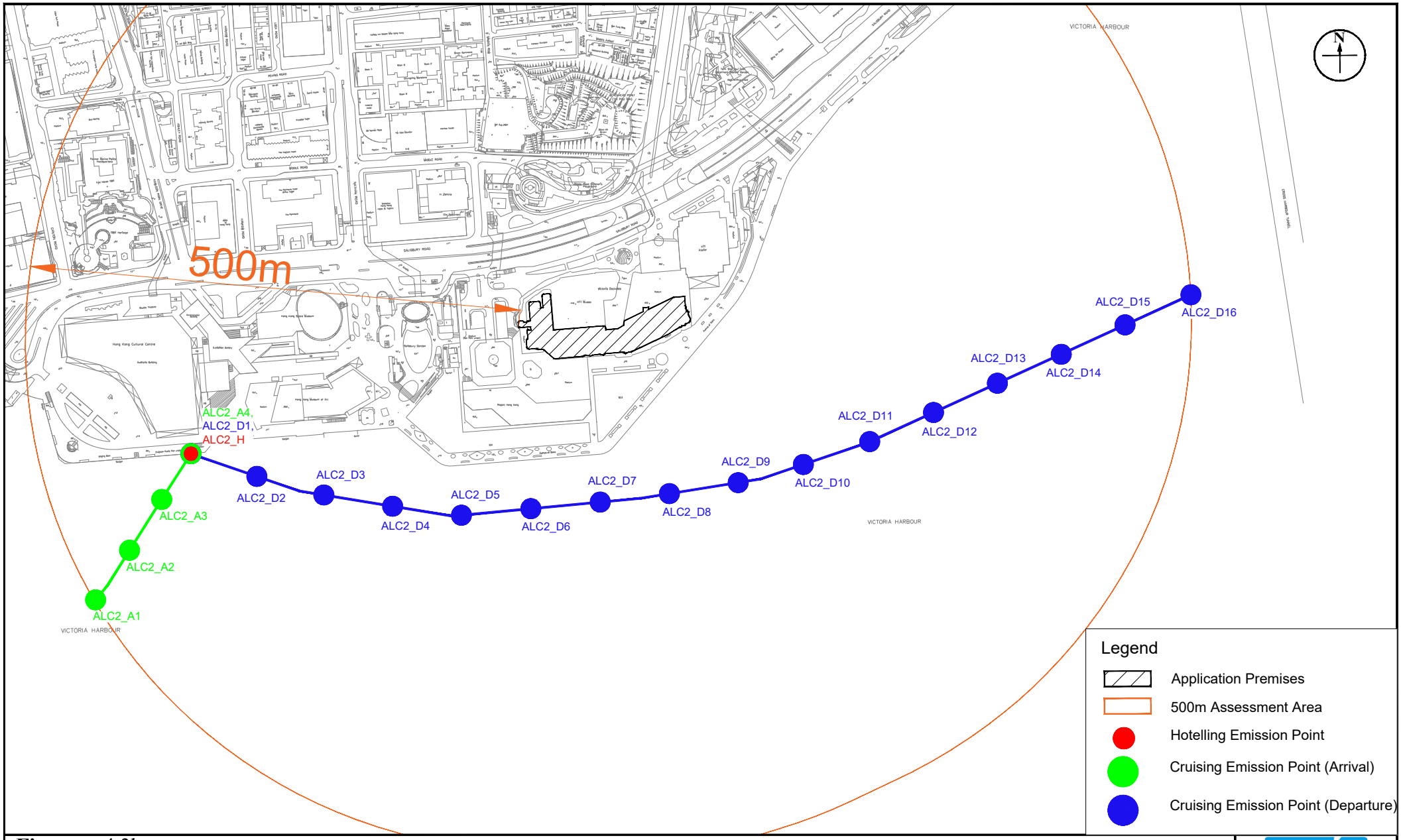


Figure: 4.3h	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Cruise 2 of Aqua Luna	Drawn by: SC Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025

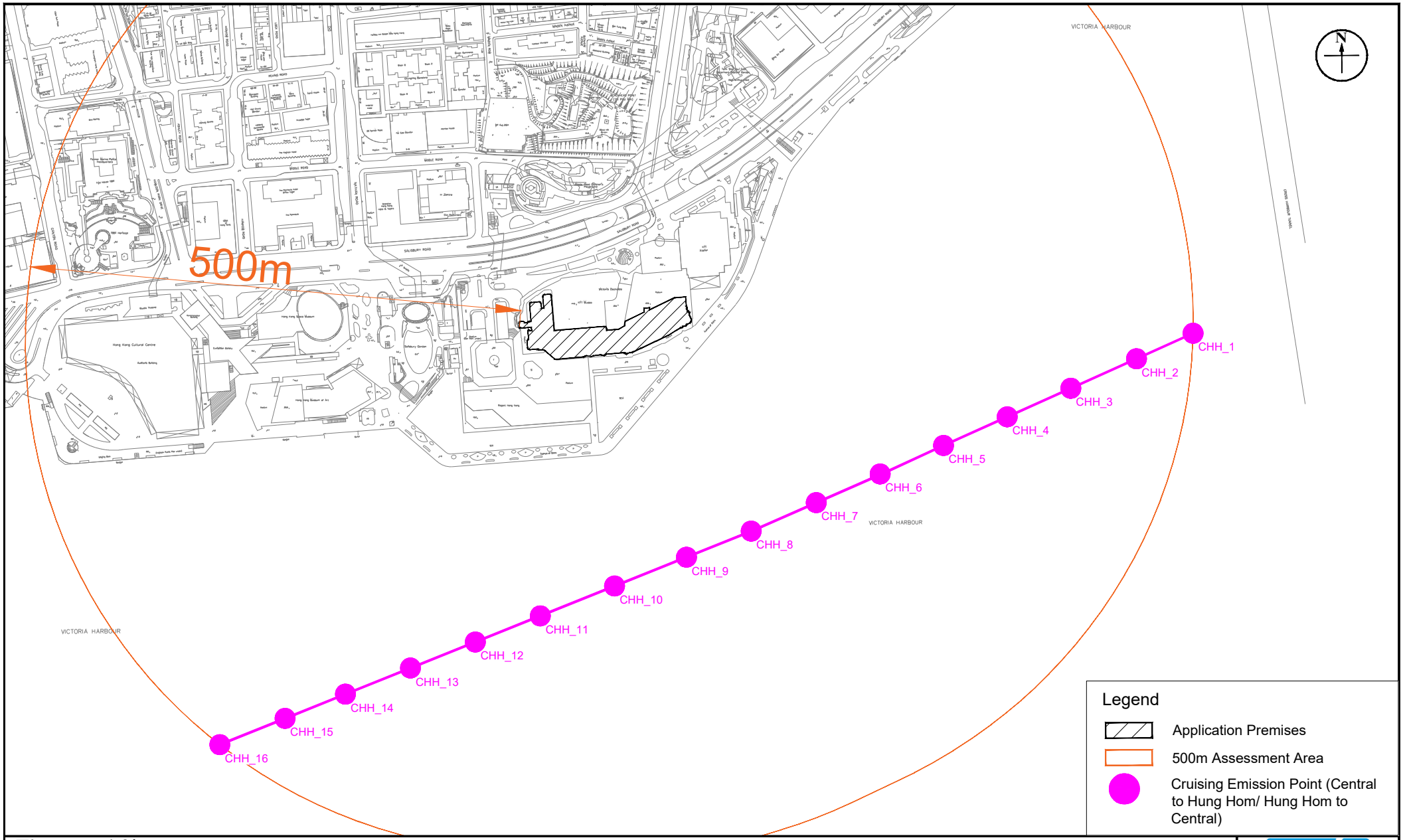


Figure: 4.3i	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Ferry Services between Central and Hung Hom	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

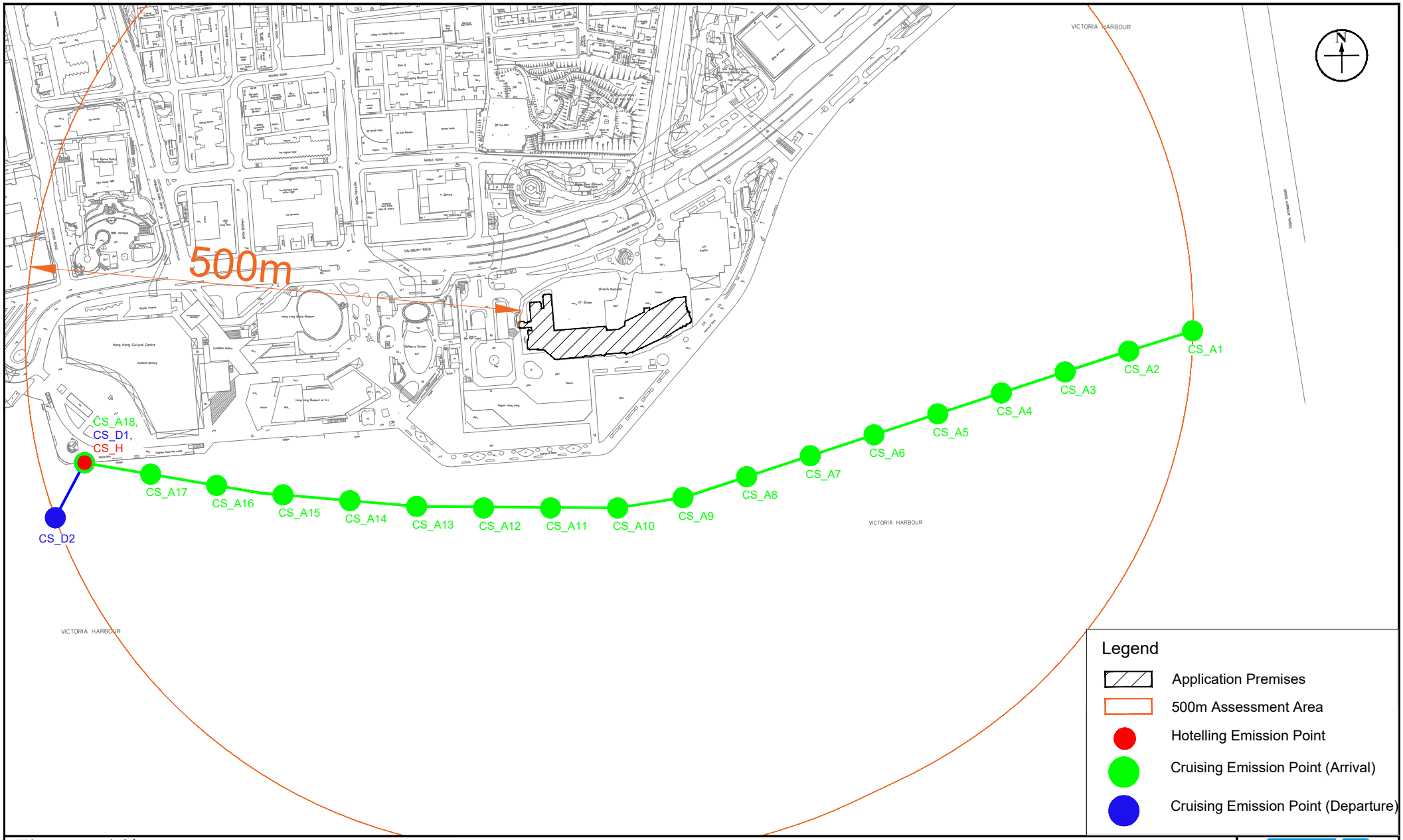


Figure:	4.3j	RAMBOLL
Title:	Locations of Emission Sources of Marine Vessels - Ferry Services between Sam Ka Tsuen, Tsim Sha Tsui and Central by Coral Sea Ferry	Drawn by: AW Checked by: CC
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

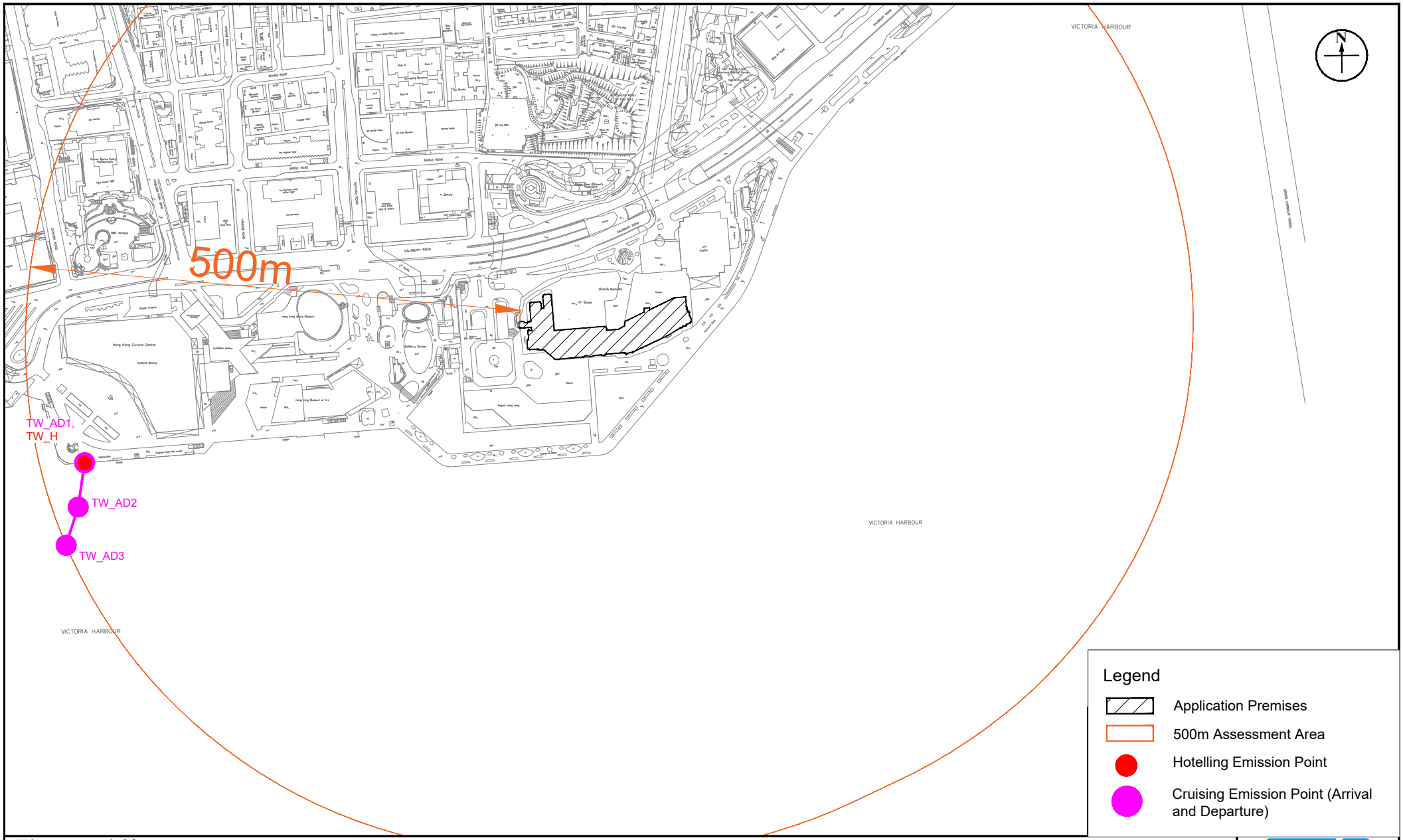


Figure: 4.3k	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Ferry Services for Employees of Hong Kong Electric	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

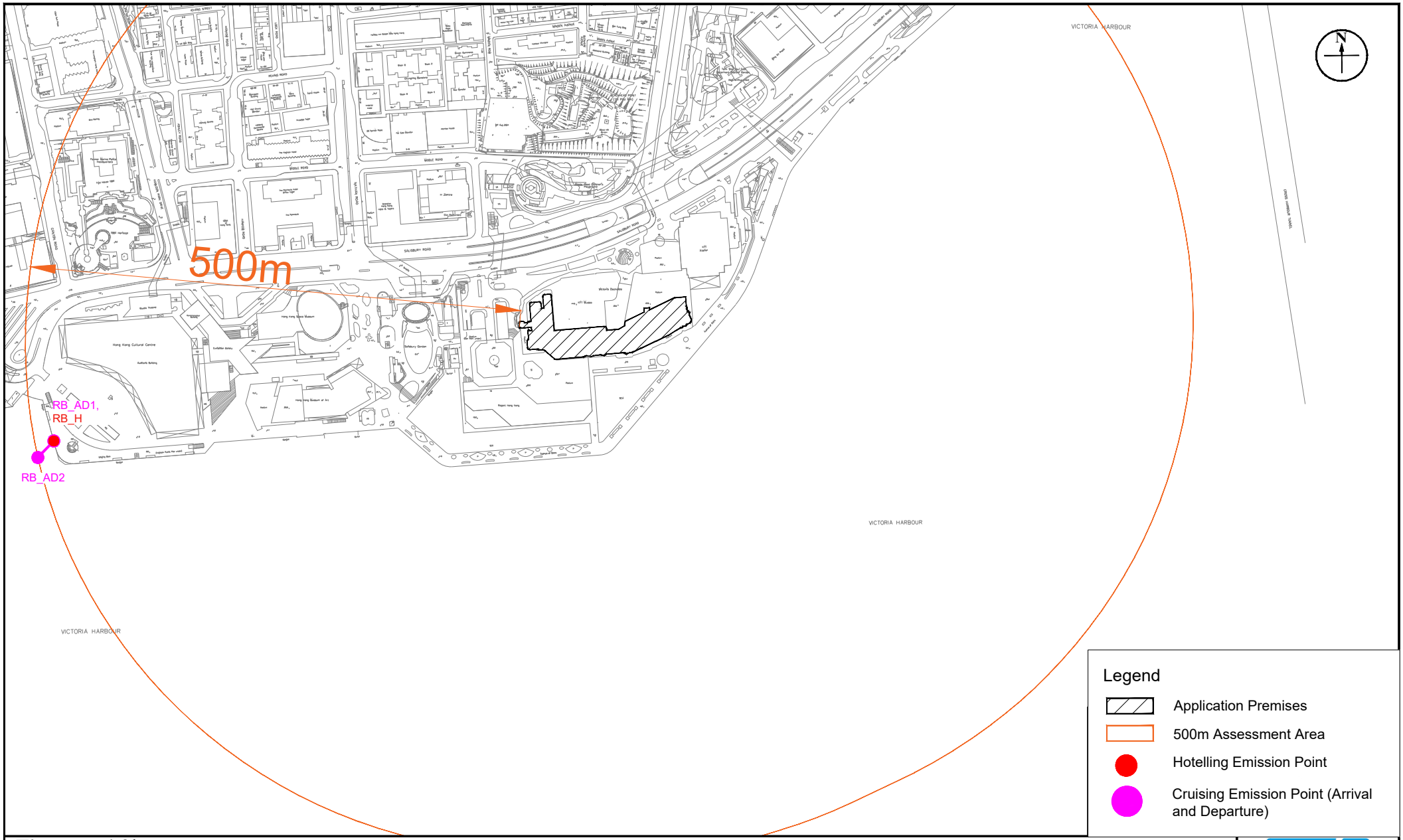


Figure: 4.31	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Shuttle Service for Guests of Lamma Rainbow Seafood Restaurant	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

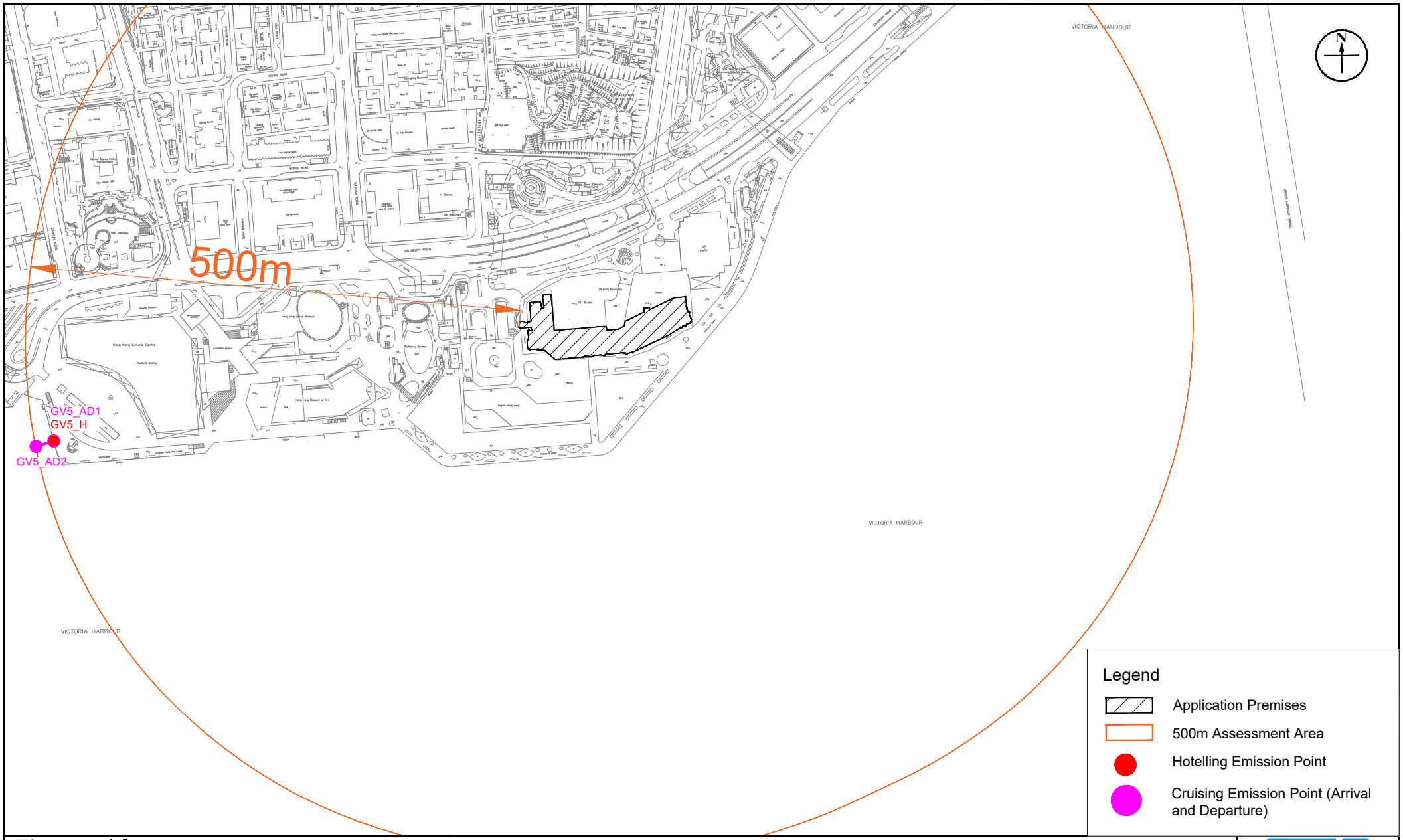


Figure: 4.3m	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Government Vessels and Pilot boats at Kowloon Public Pier No.5	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

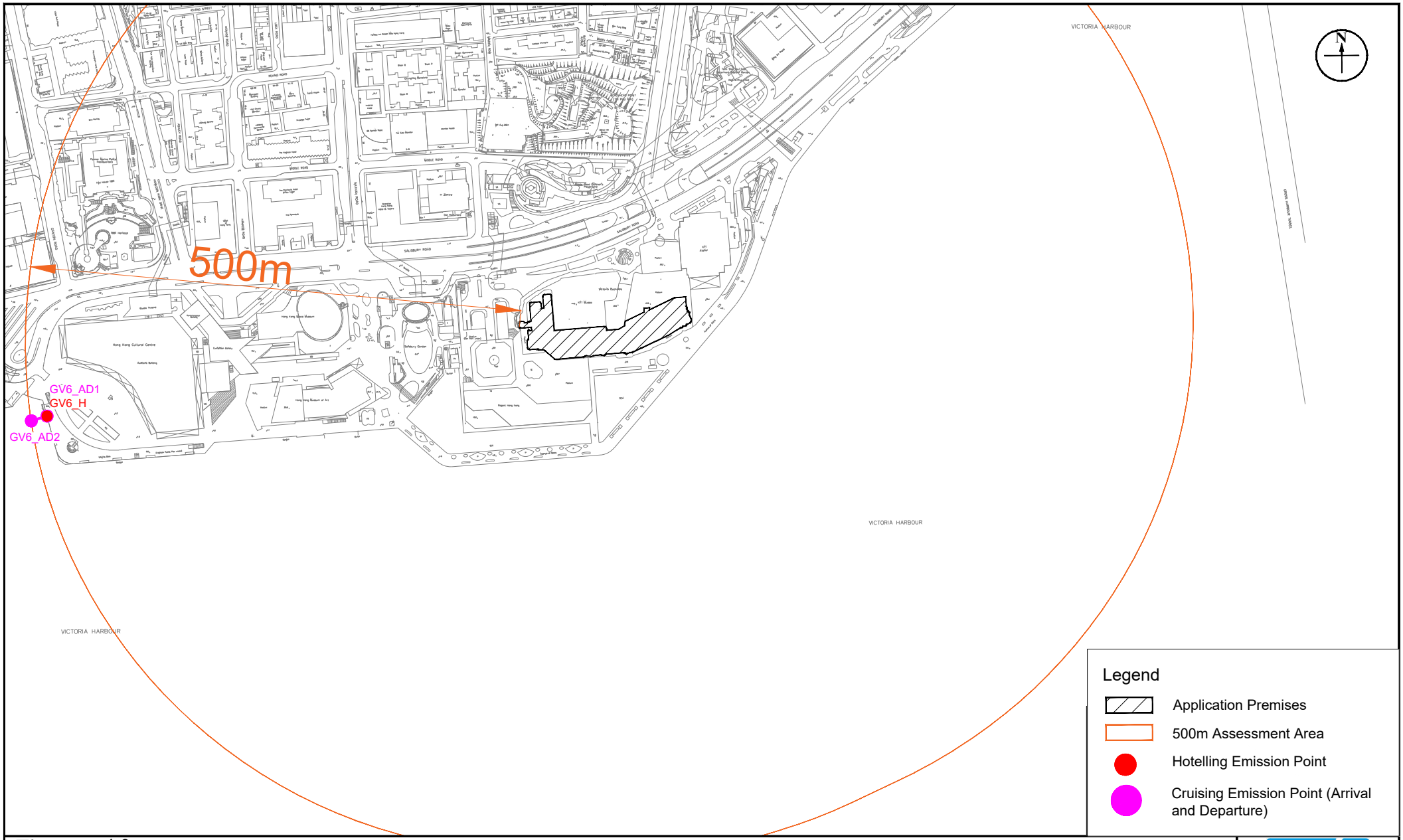


Figure: 4.3n	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Government Vessels and Pilot boats at Kowloon Public Pier No.6	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

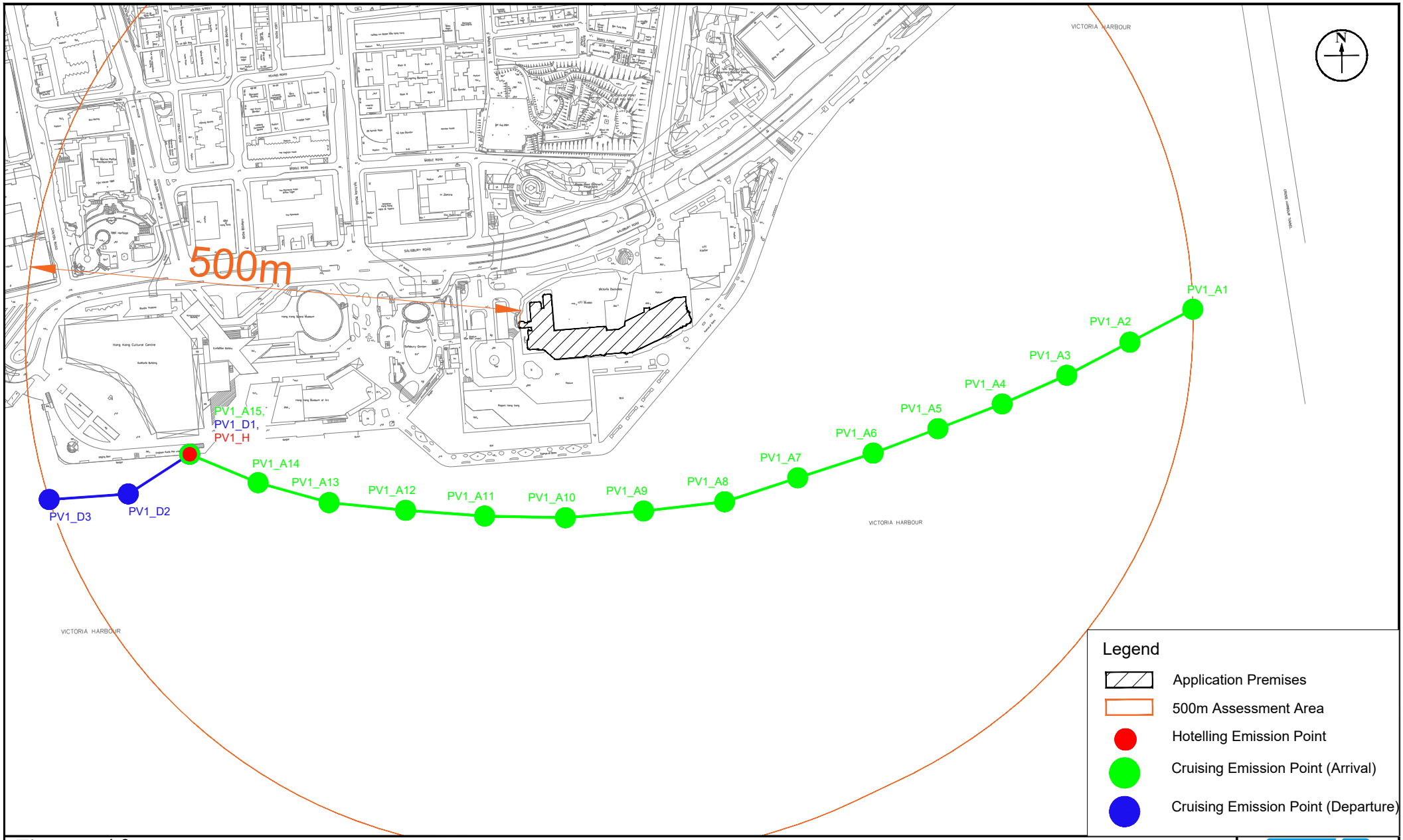


Figure: 4.3o	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Pleasure Vessels at Kowloon Public Pier 1	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

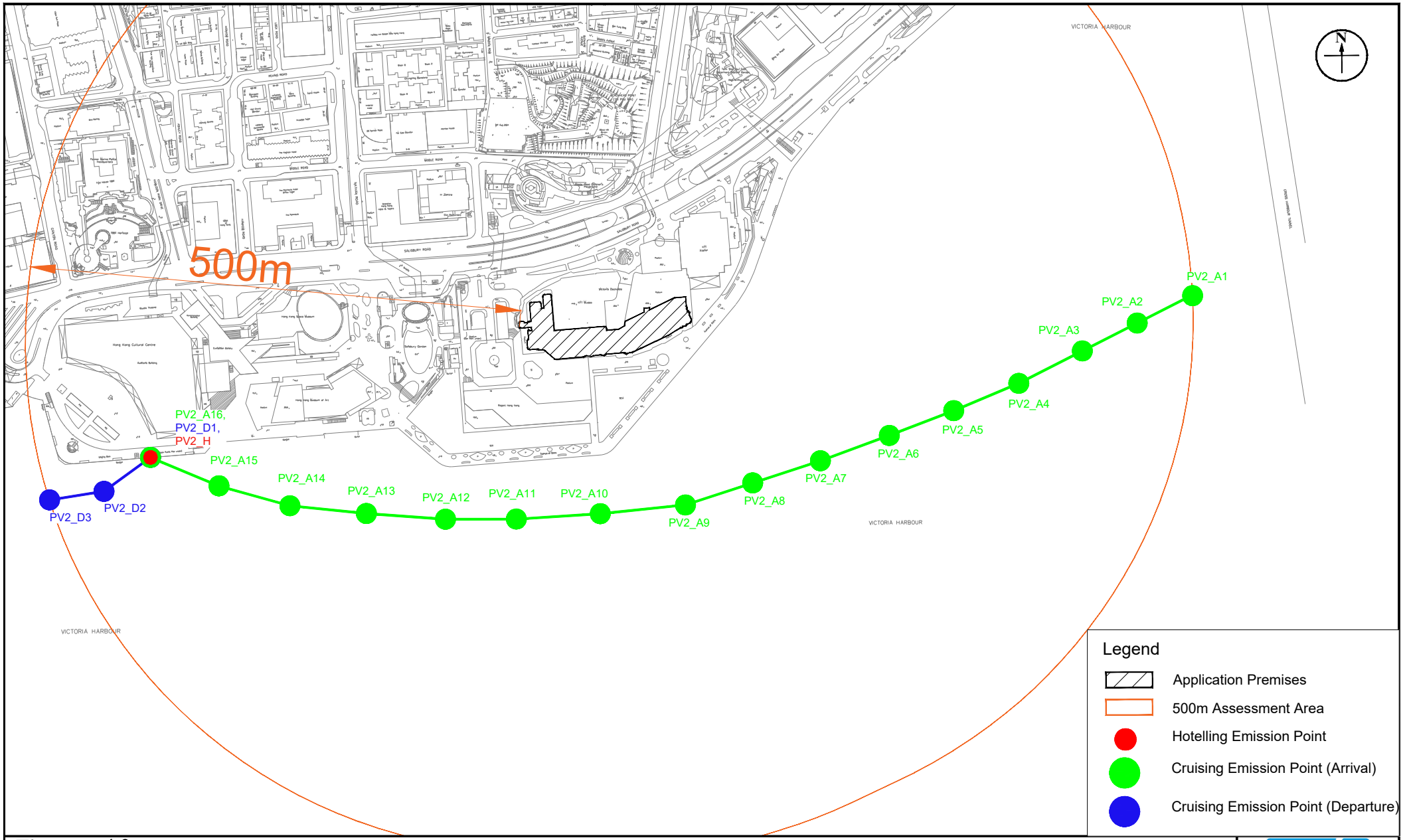


Figure: 4.3p	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Pleasure Vessels at Kowloon Public Pier 2	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

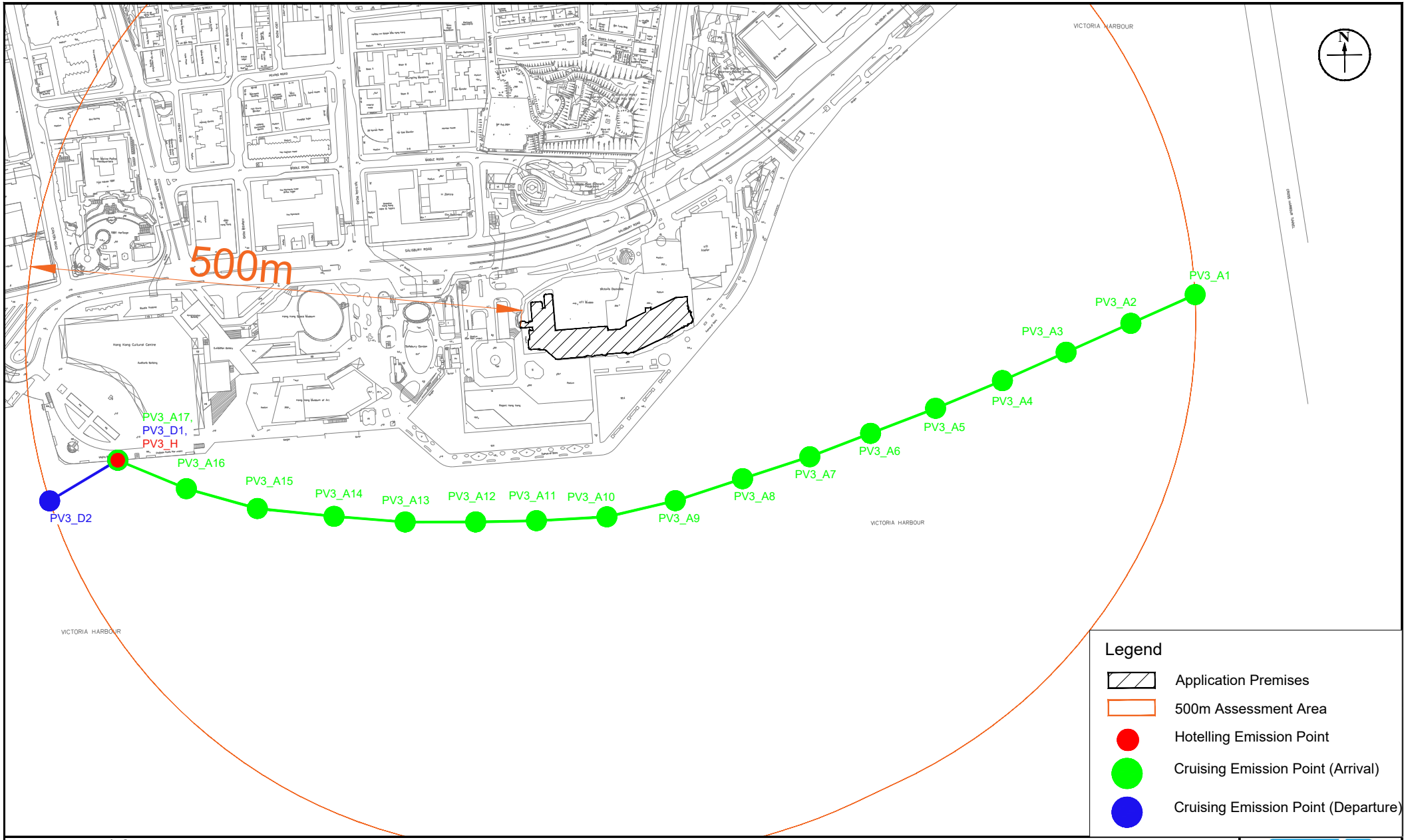


Figure: 4.3q

Title: Locations of Emission Sources of Marine Vessels - Pleasure Vessels at Kowloon Public Pier 3

Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

Drawn by:	AW
Checked by:	CC
Rev.:	1.1
Date:	Aug 2025

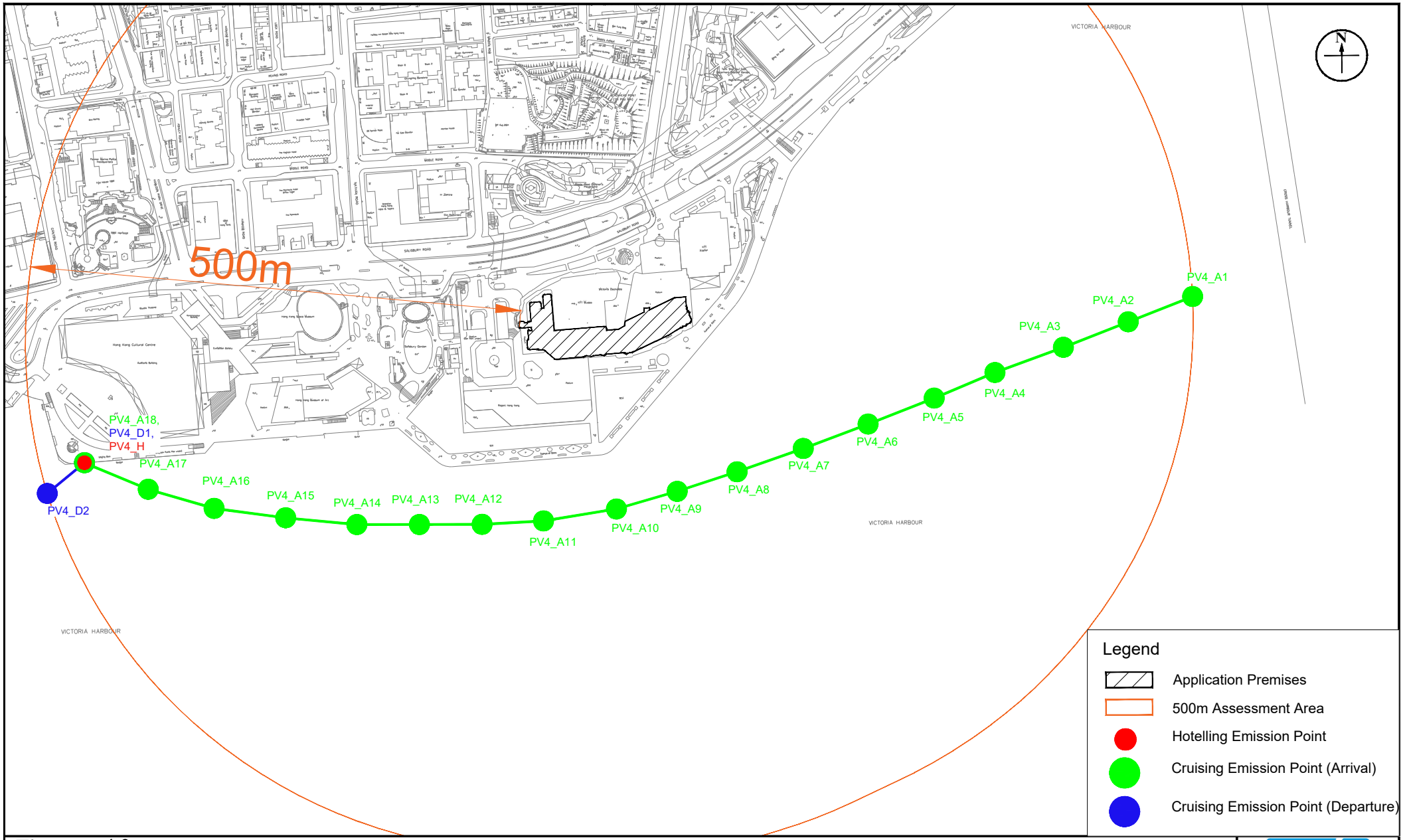


Figure: 4.3r	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Pleasure Vessels at Kowloon Public Pier 4	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

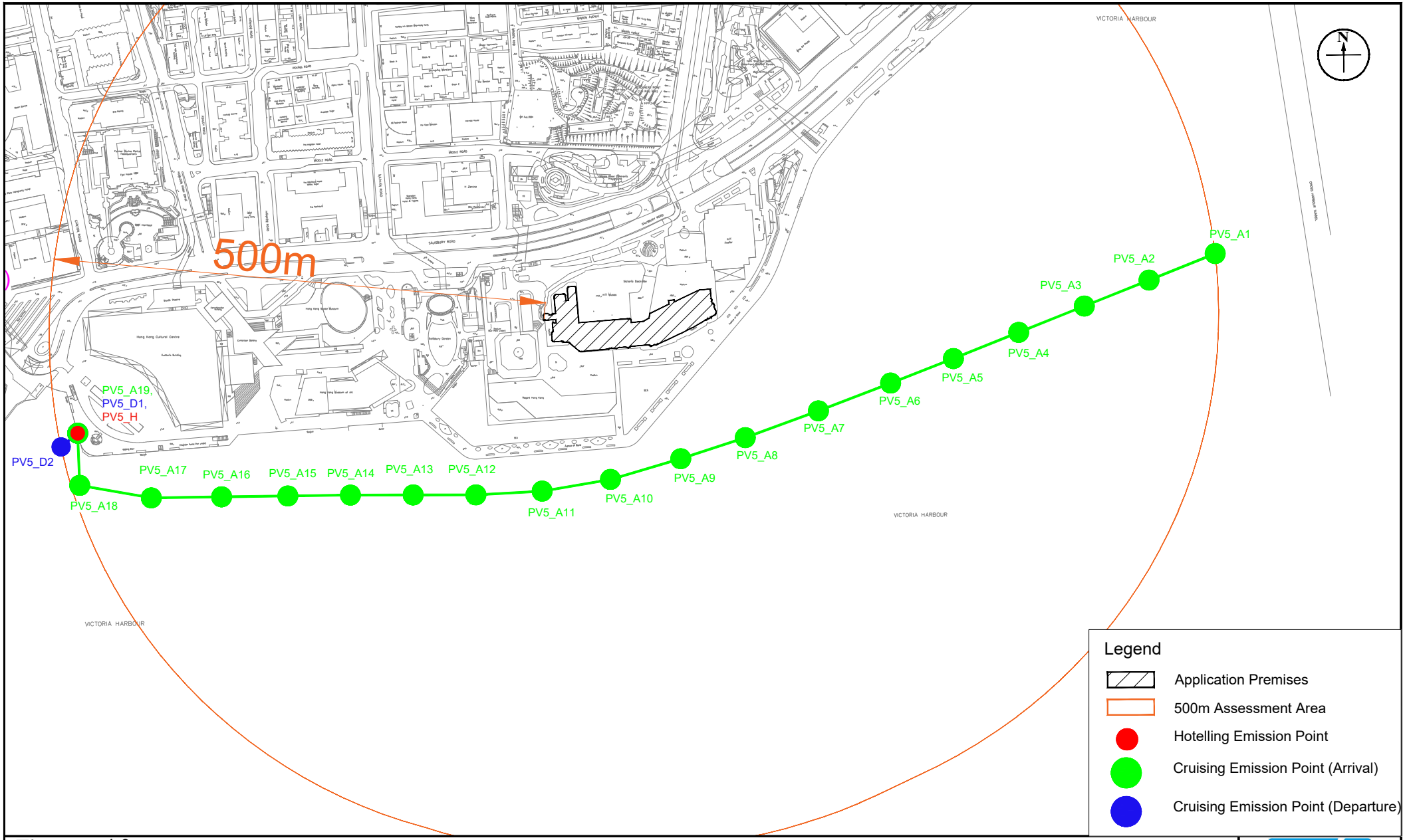


Figure: 4.3s	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Pleasure Vessels at Kowloon Public Pier 5	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

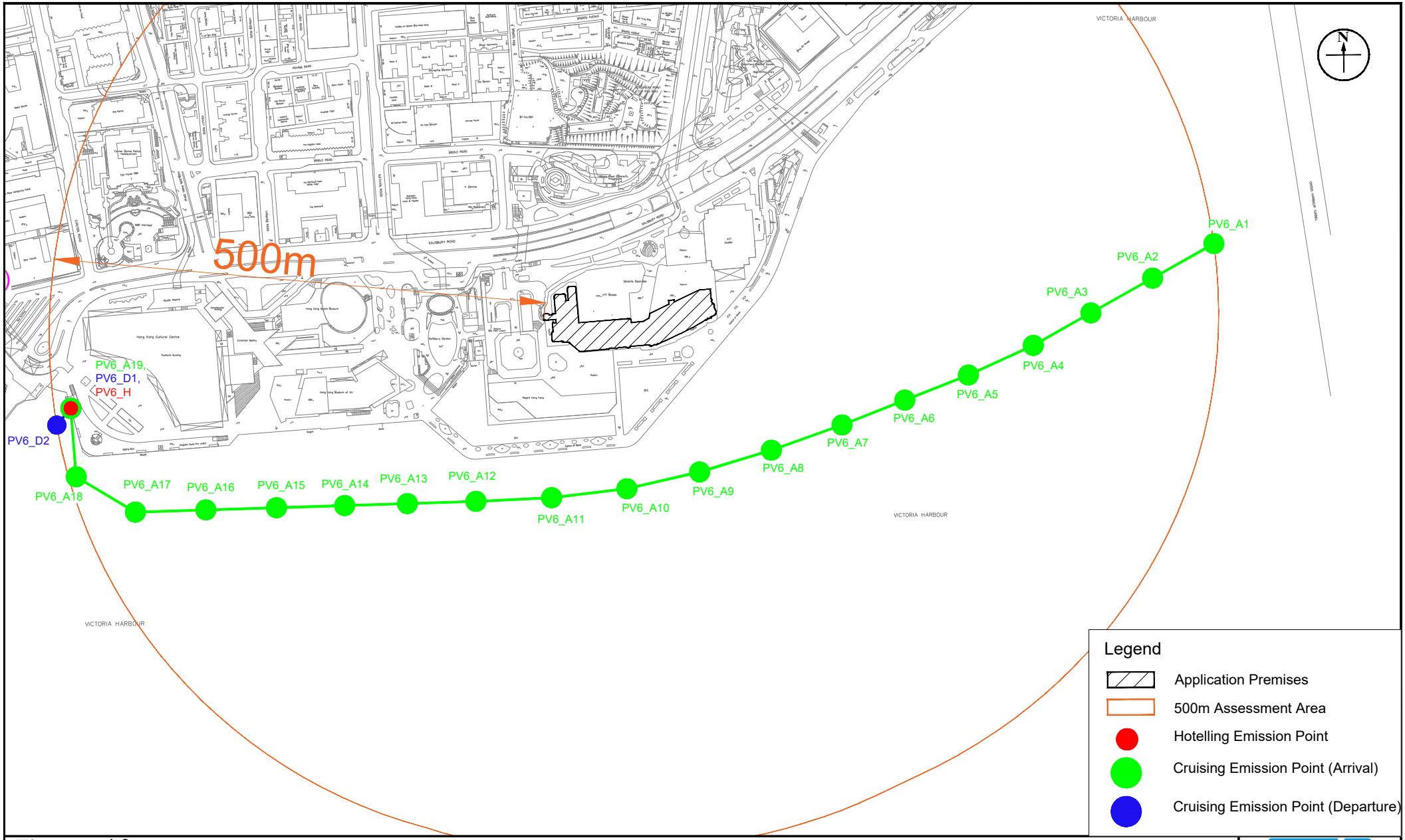


Figure: 4.3t	RAMBOLL
Title: Locations of Emission Sources of Marine Vessels - Pleasure Vessels at Kowloon Public Pier 6	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Aug 2025

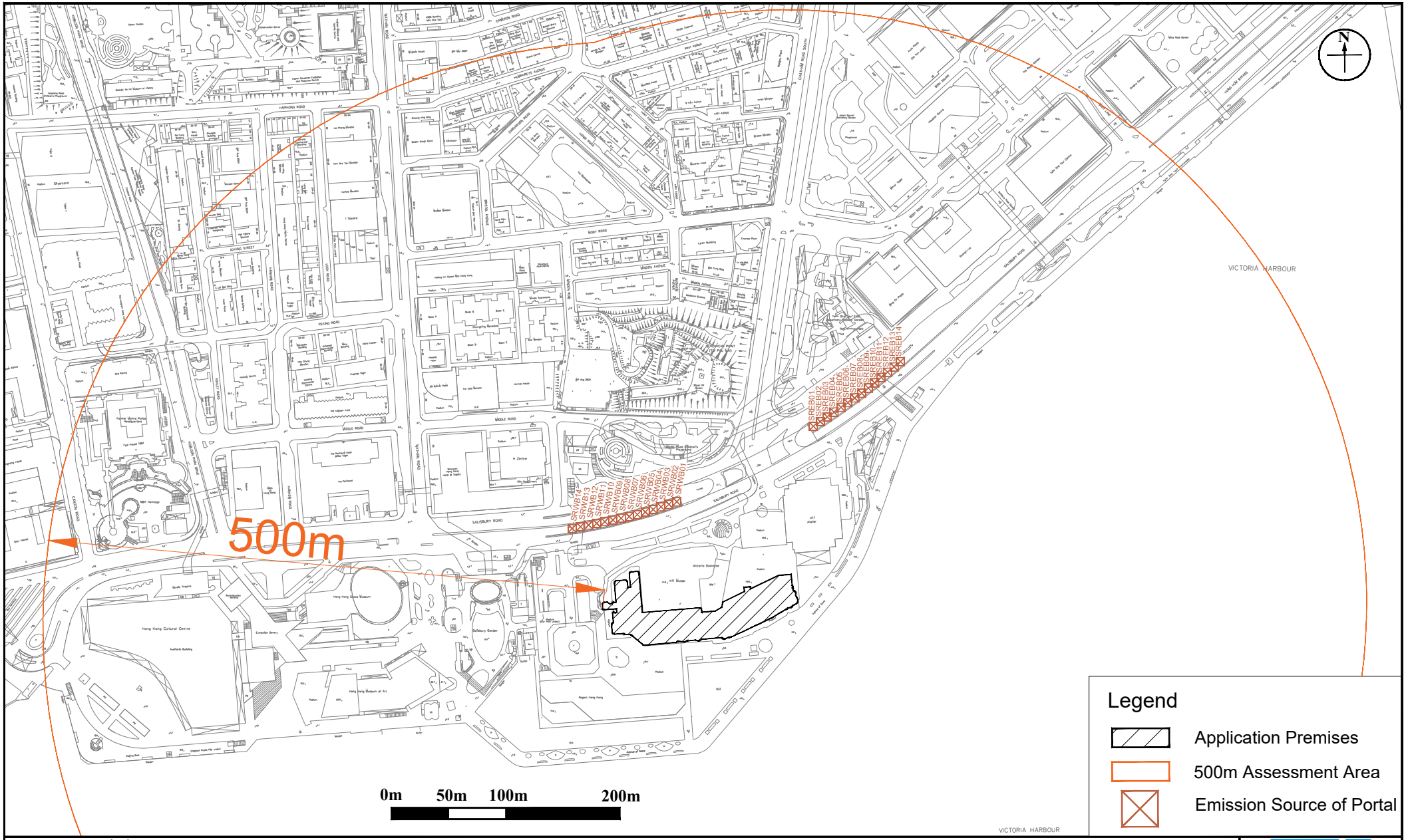


Figure: 4.4

Title: Locations of Emission Sources of Portals

Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

Drawn by:	SC
Checked by:	CC
Rev.:	1.1
Date:	Sep 2025

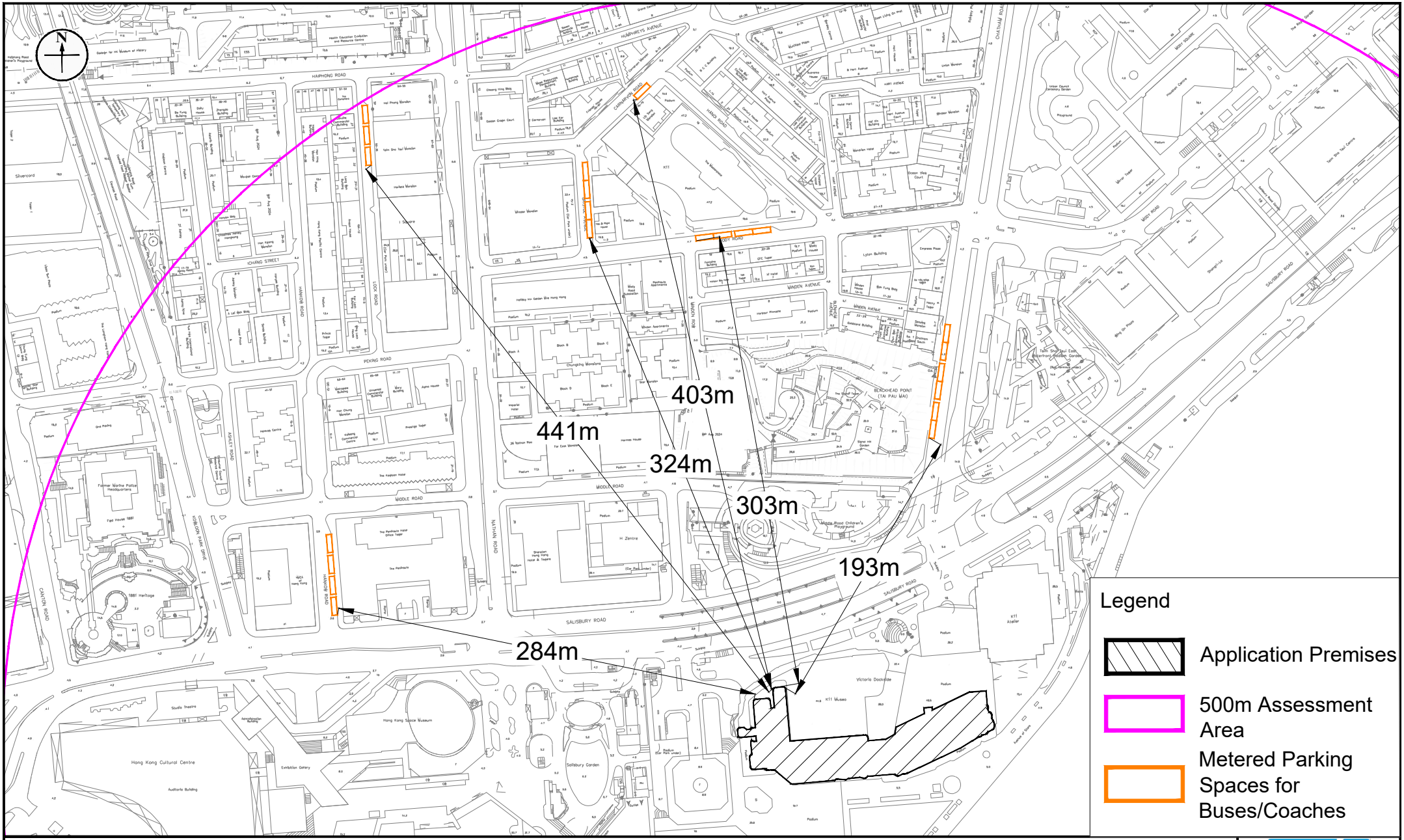


Figure:	4.5
Title:	Location of Identified Metered Parking Spaces for Buses/Coaches within 500m Assessment Area
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

Drawn by:	AW
Checked by:	CC
Rev.:	1.3
Date:	Dec 2025

Appendix 4-1

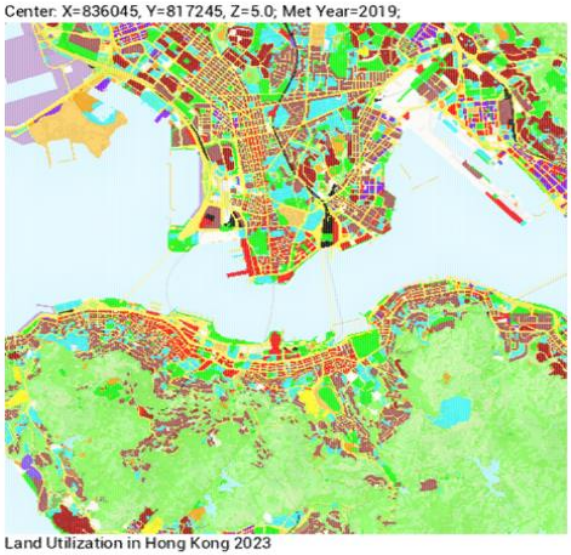
Land Use Implications on Albedo Value, Bowen Ratio and Surface Roughness

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

PATH v3.0 Grid 40,30

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perce	b^n/Sn
1		Private Residential	1	0.18	1.5	88457	8.85%	0.01592226	1.036517179
2		Public Residential	1	0.18	1.5	32331	3.23%	0.00581958	1.013195393
3		Rural Settlement	0.375	0.165	0.9	1022	0.10%	0.00016863	0.999892327
11		Commercial/Business and Office	1	0.18	1.5	24234	2.42%	0.00436212	1.009874475
21		Industrial Land	0.7	0.18	1.5	8087	0.81%	0.00145566	1.003284378
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	1038	0.10%	0.00018684	1.000420961
23		Warehouse and Open Storage	0.7	0.18	1.5	890	0.09%	0.0001602	1.000360929
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	58301	5.83%	0.01049418	1.023920638
32		Open Space and Recreation	0.04	0.15	1	53438	5.34%	0.0080157	1
41		Roads and Transport Facilities	0.7	0.18	1.5	120808	12.08%	0.02174544	1.050202947
42		Railways	0.7	0.18	1.5	4382	0.44%	0.00078876	1.001778327
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	16086	1.61%	0.00289548	1.006543628
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	3489	0.35%	0.00062802	1.001415669
52		Utilities	0.7	0.18	1.5	9565	0.96%	0.0017217	1.003885804
53		Vacant Land/Construction in Progress	0.2	0.18	1	31020	3.10%	0.0055836	1
54		Others	0.2	0.18	1	15268	1.53%	0.00274824	1
61		Agricultural Land	0.1575	0.18	0.55	1404	0.14%	0.00025272	0.999160989
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	0	0.00%	0	1
71		Woodland	1.05	0.1625	0.75	133888	13.39%	0.0217568	0.962215176
72		Shrubland	0.3	0.18	1.25	92702	9.27%	0.01668636	1.020901289
73		Grassland	0.065	0.185	0.8	44029	4.40%	0.008145365	0.990223318
74		Mangrove/Swamp	0.065	0.14	0.225	7	0.00%	0.00000098	0.999989558
81		Badland	0.15	0.1625	0.75	0	0.00%	0	1
83		Rocky Shore	0.05	0.2	4.75	0	0.00%	0	1
91		Reservoirs	0.001	0.1	0.1	3777	0.38%	0.0003777	0.991340844
92		Streams and Nullahs	0.001	0.1	0.1	718	0.07%	0.0000718	0.99834811
99		SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0		Open Sea *	0.001	0.1	0.1	255059	25.51%	0.0255059	0.555828741
				0.155494	**0.620529**	1000000			

* Non-PlanD Land Utilization categories



Land Utilization in Hong Kong 2023

PATH v3.0 Grid 40,30

Angle	Group	Inverse-distanc	Roughness
0	0 - 30	5.176452751	**0.457794**
30	30 - 60	5.31768931	**0.076857**
60	60 - 90	5.176452751	**0.002600**
90	90 - 120	5.176452751	**0.001689**
120	120 - 150	5.31768931	**0.001727**
150	150 - 180	5.176452751	**0.001308**
180	180 - 210	5.176452751	**0.001733**
210	210 - 240	5.31768931	**0.002940**
240	240 - 270	5.176452751	**0.011949**
270	270 - 300	5.176452751	**0.174002**
300	300 - 330	5.31768931	**0.396079**
330	330 - 360	5.176452751	**0.450996**

Center: X=836045, Y=817245, Z=5.0; Met Year=2019;

Land Utilization in Hong Kong 2023

Appendix 4-2

Derivation of Emission Rates of Cruises and Marine Vessels, Input Parameters of Marine Sources in AERMOD and Photos Record

Emission Rates for Cruise of Wing On Travel

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	1400	The value of main engine power referred to Table 4-5 (Vessel Type: Others; GRT: >1,000) on p.83 of MVEIS is 707kW. However, as a more conservative approach, the value of main engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 1400kW (i.e. the value is about 2 times of the value in MVEIS).
P = Auxiliary Engine Power (kW)	188	The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).
	Slow Cruise	
LF = Main Engine Loading Factor	0.45	Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43	Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	6.05	Total duration is estimated to be 6.05 mins by the distance of arrival route (~1120m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.101	
Departure Route		
TIM = Time-in-mode (min)	0.46	Total duration is estimated to be 0.46 mins by the distance of departure route (~85m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.008	
EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction	Section 4.2.31 on p.88 of MVEIS.
BSFC (g/kWh) =	213	Section 4.2.27 on p.88 of MVEIS.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	RSP	FSP	NOx	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	14.9	22.3	21.6	716.8	
Emission Rate (Slow Cruise) (g/s) =	**2.44E-04**	**3.65E-04**	**3.53E-04**	**1.17E-02**	Incoming cruising is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 17 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/17 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	1.1	1.7	1.6	54.5	
Emission Rate (Slow Cruise) (g/s) =	**1.58E-04**	**2.36E-04**	**2.28E-04**	**7.57E-03**	Outgoing cruising is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 2 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/2 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

P = Engine Power (kW) 188

Remarks

MVEIS, p.99.

The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).

	Hotelling
LF = Loading Factor	0.43
TIM = Time-in-mode (min)	10
Time-in-mode (hr)	0.167

Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.

Total duration is assumed to be about 10 mins as observed by site visit.

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

BSFC (g/kWh) = 213

Section 4.2.31 on p.88 of MVEIS.
Section 4.2.27 on p.88 of MVEIS.

Fuel Sulphur Fraction = 0.05%

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**
EF = Emission Factor (g/kWh)	0.21	0.40	0.39	10.00
Total Emissions (Hotelling) (g/hr) =	2.81	5.39	5.25	134.73
Total Emissions (Hotelling) (g/s) =	**7.79E-04**	**1.50E-03**	**1.46E-03**	**3.74E-02**

EF of RSP, FSP and NOx are extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Emission Rates for Cruise of Hong Kong Water Taxi

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	1400	The value of main engine power referred to Table 4-5 (Vessel Type: Others; GRT: >1,000) on p.83 of MVEIS is 707kW. However, as a more conservative approach, the value of main engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 1400kW (i.e. the value is about 2 times of the value in MVEIS).
P = Auxiliary Engine Power (kW)	188	The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).
	Slow Cruise	
LF = Main Engine Loading Factor	0.45	Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43	Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Arrival/Departure Route		
TIM = Time-in-mode (min)	3.40	Total duration is estimated to be 3.40 mins by the distance of arrival route/departure route (~630m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.057	
EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction	Section 4.2.31 on p.88 of MVEIS.
BSFC (g/kWh) =	213	Section 4.2.27 on p.88 of MVEIS.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

Arrival/Departure Route	SO_2	RSP	FSP	NOx	
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	8.4	12.5	12.1	402.8	
Emission Rate (Slow Cruise) (g/s) =	**2.33E-04**	**3.48E-04**	**3.37E-04**	**1.12E-02**	Both incoming and outgoing cruising are completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 10 emission points are assumed for the whole incoming and outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/10 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

		Remarks
		MVEIS, p.99.
P = Engine Power (kW)	188	The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).
	Hotelling	
LF = Loading Factor	0.43	Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
TIM = Time-in-mode (min)	10	Total duration is assumed to be about 10 mins as observed by site visit.
Time-in-mode (hr)	0.167	
EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction	Section 4.2.31 on p.88 of MVEIS.
BSFC (g/kWh) =	213	Section 4.2.27 on p.88 of MVEIS.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	RSP	FSP	NOx	
EF = Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx are extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Hotelling) (g/hr) =	2.81	5.39	5.25	134.73	
Total Emissions (Hotelling) (g/s) =	**7.79E-04**	**1.50E-03**	**1.46E-03**	**3.74E-02**	The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Emission Rates for Cruise of Hong Kong Water Taxi 18

Main Engine (for slow cruise) | **Remarks**

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

Study of Marine Vessels Emission Inventory - Final Report, HKUST, Feb 2012 (MVEIS), p.99.

where E = Emission Rate (g)

P = Main Engine Power (kW) 1400

The value of main engine power referred to Table 4-5 (Vessel Type: Others; GRT: >1,000) on p.83 of MVEIS is 707kW. However, as a more conservative approach, the value of main engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 1400kW (i.e. the value is about 2 times of the value in MVEIS).

P = Auxiliary Engine Power (kW) 188

The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).

	Slow Cruise				
LF = Main Engine Loading Factor	0.45				Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43				Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Arrival Route					
TIM = Time-in-mode (min)	3.13				Total duration is estimated to be 3.13 mins by the distance of arrival route (~580m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.052				
Departure Route					
TIM = Time-in-mode (min)	5.02				Total duration is estimated to be 5.02 mins by the distance of departure route (~930m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.084				
EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction				Section 4.2.31 on p.88 of MVEIS.
BSFC (g/kWh) =	213				Section 4.2.27 on p.88 of MVEIS.
Fuel Sulphur Fraction =	0.05%				Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.
	SO_2	**RSP**	**FSP**	**NOx**	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	7.7	11.5	11.2	370.8	
Emission Rate (Slow Cruise) (g/s) =	**2.38E-04**	**3.56E-04**	**3.45E-04**	**1.14E-02**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 9 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/9 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	12.4	18.5	17.9	594.7	
Emission Rate (Slow Cruise) (g/s) =	**2.46E-04**	**3.67E-04**	**3.56E-04**	**1.18E-02**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 14 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/14 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

P = Engine Power (kW) 188

Remarks

MVEIS, p.99.

The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).

	Hotelling
LF = Loading Factor	0.43
TIM = Time-in-mode (min)	15
Time-in-mode (hr)	0.250

Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.

Total duration is assumed to be about 15 mins as observed by site visit.

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

BSFC (g/kWh) = 213

Section 4.2.31 on p.88 of MVEIS.

Section 4.2.27 on p.88 of MVEIS.

Fuel Sulphur Fraction = 0.05%

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**
EF = Emission Factor (g/kWh)	0.21	0.40	0.39	10.00
Total Emissions (Hotelling) (g/hr) =	4.21	8.08	7.88	202.10
Total Emissions (Hotelling) (g/s) =	**1.17E-03**	**2.25E-03**	**2.19E-03**	**5.61E-02**

EF of RSP, FSP and NOx are extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Emission Rates for Cruise of Dukling

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	1400	The value of main engine power referred to Table 4-5 (Vessel Type: Others; GRT: >1,000) on p.83 of MVEIS is 707kW. However, as a more conservative approach, the value of main engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 1400kW (i.e. the value is about 2 times of the value in MVEIS).
P = Auxiliary Engine Power (kW)	188	The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).
	Slow Cruise	
LF = Main Engine Loading Factor	0.45	Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43	Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	2.05	Total duration is estimated to be 2.05 mins by the distance of arrival route (~380m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.034	
Departure Route		
TIM = Time-in-mode (min)	5.80	Total duration is estimated to be 5.80 mins by the distance of departure route (~1075m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.097	
EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction	Section 4.2.31 on p.88 of MVEIS.
BSFC (g/kWh) =	213	Section 4.2.27 on p.88 of MVEIS.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	RSP	FSP	NOx	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	5.1	7.6	7.3	242.9	
Emission Rate (Slow Cruise) (g/s) =	**2.34E-04**	**3.50E-04**	**3.39E-04**	**1.12E-02**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 6 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/6 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	14.3	21.4	20.7	687.1	
Emission Rate (Slow Cruise) (g/s) =	**2.65E-04**	**3.96E-04**	**3.83E-04**	**1.27E-02**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 15 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/15 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where

E = Emission Rate (g)

P = Engine Power (kW) 188

The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).

	Hotelling
LF = Loading Factor	0.43
TIM = Time-in-mode (min)	10
Time-in-mode (hr)	0.167

Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.

Total duration is assumed to be about 10 mins as observed by site visit.

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

BSFC (g/kWh) = 213

Section 4.2.31 on p.88 of MVEIS.
Section 4.2.27 on p.88 of MVEIS.

Fuel Sulphur Fraction = 0.05%

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**
EF = Emission Factor (g/kWh)	0.21	0.40	0.39	10.00
Total Emissions (Hotelling) (g/hr) =	2.81	5.39	5.25	134.73
Total Emissions (Hotelling) (g/s) =	**7.79E-04**	**1.50E-03**	**1.46E-03**	**3.74E-02**

EF of RSP, FSP and NOx are extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Remarks

MVEIS, p.99.

Emission Rates for Dim Sum Cruise of Aqua Luna

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	1400	The value of main engine power referred to Table 4-5 (Vessel Type: Others; GRT: >1,000) on p.83 of MVEIS is 707kW. However, as a more conservative approach, the value of main engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 1400kW (i.e. the value is about 2 times of the value in MVEIS).
P = Auxiliary Engine Power (kW)	188	The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).
	Slow Cruise	
LF = Main Engine Loading Factor	0.45	Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43	Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	0.94	Total duration is estimated to be 0.94 mins by the distance of arrival route (~175m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.016	
Departure Route		
TIM = Time-in-mode (min)	5.64	Total duration is estimated to be 5.64 mins by the distance of departure route (~1045m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.094	
EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction	Section 4.2.31 on p.88 of MVEIS.
BSFC (g/kWh) =	213	Section 4.2.27 on p.88 of MVEIS.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	2.3	3.5	3.4	111.4	
Emission Rate (Slow Cruise) (g/s) =	**1.61E-04**	**2.41E-04**	**2.33E-04**	**7.73E-03**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 4 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/4 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	13.9	20.8	20.1	668.2	
Emission Rate (Slow Cruise) (g/s) =	**2.42E-04**	**3.61E-04**	**3.50E-04**	**1.16E-02**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 16 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/16 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where

E = Emission Rate (g)

P = Engine Power (kW) 188

The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).

	Hotelling
LF = Loading Factor	0.43
TIM = Time-in-mode (min)	10
Time-in-mode (hr)	0.167

Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.

Total duration is assumed to be about 10 mins as observed by site visit.

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

BSFC (g/kWh) = 213

Section 4.2.31 on p.88 of MVEIS.
Section 4.2.27 on p.88 of MVEIS.

Fuel Sulphur Fraction = 0.05%

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**
EF = Emission Factor (g/kWh)	0.21	0.40	0.39	10.00
Total Emissions (Hotelling) (g/hr) =	2.81	5.39	5.25	134.73
Total Emissions (Hotelling) (g/s) =	**7.79E-04**	**1.50E-03**	**1.46E-03**	**3.74E-02**

EF of RSP, FSP and NOx are extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Remarks

MVEIS, p.99.

Emission Rates for Afternoon Tea Cruise of Aqua Luna

Main Engine (for slow cruise) | **Remarks**

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

Study of Marine Vessels Emission Inventory - Final Report, HKUST, Feb 2012 (MVEIS), p.99.

where E = Emission Rate (g)

P = Main Engine Power (kW) 1400

The value of main engine power referred to Table 4-5 (Vessel Type: Others; GRT: >1,000) on p.83 of MVEIS is 707kW. However, as a more conservative approach, the value of main engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 1400kW (i.e. the value is about 2 times of the value in MVEIS).

P = Auxiliary Engine Power (kW) 188

The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).

	Slow Cruise				
LF = Main Engine Loading Factor	0.45				Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43				Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Arrival Route					
TIM = Time-in-mode (min)	5.64				Total duration is estimated to be 5.64 mins by the distance of arrival route (~1045m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.094				
Departure Route					
TIM = Time-in-mode (min)	0.94				Total duration is estimated to be 0.94 mins by the distance of departure route (~175m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.016				
EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction				Section 4.2.31 on p.88 of MVEIS.
BSFC (g/kWh) =	213				Section 4.2.27 on p.88 of MVEIS.
Fuel Sulphur Fraction =	0.05%				Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.
	SO_2	**RSP**	**FSP**	**NOx**	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	13.9	20.8	20.1	668.2	
Emission Rate (Slow Cruise) (g/s) =	**2.42E-04**	**3.61E-04**	**3.50E-04**	**1.16E-02**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 16 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/16 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	2.3	3.5	3.4	111.4	
Emission Rate (Slow Cruise) (g/s) =	**1.61E-04**	**2.41E-04**	**2.33E-04**	**7.73E-03**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 4 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/4 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where

E = Emission Rate (g)

P = Engine Power (kW) 188

The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).

	Hotelling
LF = Loading Factor	0.43
TIM = Time-in-mode (min)	10
Time-in-mode (hr)	0.167

Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.

Total duration is assumed to be about 10 mins as observed by site visit.

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

BSFC (g/kWh) = 213

Section 4.2.31 on p.88 of MVEIS.
Section 4.2.27 on p.88 of MVEIS.

Fuel Sulphur Fraction = 0.05%

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**
EF = Emission Factor (g/kWh)	0.21	0.40	0.39	10.00
Total Emissions (Hotelling) (g/hr) =	2.81	5.39	5.25	134.73
Total Emissions (Hotelling) (g/s) =	**7.79E-04**	**1.50E-03**	**1.46E-03**	**3.74E-02**

EF of RSP, FSP and NOx are extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Remarks

MVEIS, p.99.

Emission Rates for Cruise 1 of Aqua Luna

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	1400	The value of main engine power referred to Table 4-5 (Vessel Type: Others; GRT: >1,000) on p.83 of MVEIS is 707kW. However, as a more conservative approach, the value of main engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 1400kW (i.e. the value is about 2 times of the value in MVEIS).
P = Auxiliary Engine Power (kW)	188	The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).
	Slow Cruise	
LF = Main Engine Loading Factor	0.45	Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43	Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	5.64	Total duration is estimated to be 5.64 mins by the distance of arrival route (~1045m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.094	
Departure Route		
TIM = Time-in-mode (min)	0.94	Total duration is estimated to be 0.94 mins by the distance of departure route (~175m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.016	
EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction	Section 4.2.31 on p.88 of MVEIS.
BSFC (g/kWh) =	213	Section 4.2.27 on p.88 of MVEIS.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	13.9	20.8	20.1	668.2	
Emission Rate (Slow Cruise) (g/s) =	**2.42E-04**	**3.61E-04**	**3.50E-04**	**1.16E-02**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 16 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/16 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	2.3	3.5	3.4	111.4	
Emission Rate (Slow Cruise) (g/s) =	**1.61E-04**	**2.41E-04**	**2.33E-04**	**7.73E-03**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 4 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/4 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where

E = Emission Rate (g)

P = Engine Power (kW) 188

The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).

	Hotelling
LF = Loading Factor	0.43
TIM = Time-in-mode (min)	10
Time-in-mode (hr)	0.167

Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.

Total duration is assumed to be about 10 mins as observed by site visit.

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

BSFC (g/kWh) = 213

Section 4.2.31 on p.88 of MVEIS.
Section 4.2.27 on p.88 of MVEIS.

Fuel Sulphur Fraction = 0.05%

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**
EF = Emission Factor (g/kWh)	0.21	0.40	0.39	10.00
Total Emissions (Hotelling) (g/hr) =	2.81	5.39	5.25	134.73
Total Emissions (Hotelling) (g/s) =	**7.79E-04**	**1.50E-03**	**1.46E-03**	**3.74E-02**

EF of RSP, FSP and NOx are extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Remarks

MVEIS, p.99.

Emission Rates for Cruise 2 of Aqua Luna

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	1400	The value of main engine power referred to Table 4-5 (Vessel Type: Others; GRT: >1,000) on p.83 of MVEIS is 707kW. However, as a more conservative approach, the value of main engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 1400kW (i.e. the value is about 2 times of the value in MVEIS).
P = Auxiliary Engine Power (kW)	188	The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).
	Slow Cruise	
LF = Main Engine Loading Factor	0.45	Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43	Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	0.94	Total duration is estimated to be 0.94 mins by the distance of arrival route (~175m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.016	
Departure Route		
TIM = Time-in-mode (min)	5.64	Total duration is estimated to be 5.64 mins by the distance of departure route (~1045m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.094	
EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction	Section 4.2.31 on p.88 of MVEIS.
BSFC (g/kWh) =	213	Section 4.2.27 on p.88 of MVEIS.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	2.3	3.5	3.4	111.4	
Emission Rate (Slow Cruise) (g/s) =	**1.61E-04**	**2.41E-04**	**2.33E-04**	**7.73E-03**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 4 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/4 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	13.9	20.8	20.1	668.2	
Emission Rate (Slow Cruise) (g/s) =	**2.42E-04**	**3.61E-04**	**3.50E-04**	**1.16E-02**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 16 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/16 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where

E = Emission Rate (g)

P = Engine Power (kW) 188

The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).

	Hotelling
LF = Loading Factor	0.43
TIM = Time-in-mode (min)	10
Time-in-mode (hr)	0.167

Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.

Total duration is assumed to be about 10 mins as observed by site visit.

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

BSFC (g/kWh) = 213

Section 4.2.31 on p.88 of MVEIS.
Section 4.2.27 on p.88 of MVEIS.

Fuel Sulphur Fraction = 0.05%

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**
EF = Emission Factor (g/kWh)	0.21	0.40	0.39	10.00
Total Emissions (Hotelling) (g/hr) =	2.81	5.39	5.25	134.73
Total Emissions (Hotelling) (g/s) =	**7.79E-04**	**1.50E-03**	**1.46E-03**	**3.74E-02**

EF of RSP, FSP and NOx are extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Remarks

MVEIS, p.99.

Emission Rates for Ferry Services between Central and Hung Hom by Fortune Ferry

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

Study of Marine Vessels Emission Inventory - Final Report, HKUST, Feb 2012 (MVEIS), p.99.

where E = Emission Rate (g)

P = Main Engine Power (kW) 1400

The value of main engine power referred to Table 4-5 (Vessel Type: Others; GRT: >1,000) on p.83 of MVEIS is 707kW. However, as a more conservative approach, the value of main engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 1400kW (i.e. the value is about 2 times of the value in MVEIS).

P = Auxiliary Engine Power (kW) 188

The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).

	Slow Cruise	
LF = Main Engine Loading Factor	0.45	Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43	Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Central to Hung Hom Route		
TIM = Time-in-mode (min)	5.67	Total duration is estimated to be 5.67 mins by the distance of arrival route (~1050m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.095	
Hung Hom to Central Route		
TIM = Time-in-mode (min)	5.67	Total duration is estimated to be 5.67 mins by the distance of departure route (~1050m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.095	

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction — Section 4.2.31 on p.88 of MVEIS.

BSFC (g/kWh) = 213 — Section 4.2.27 on p.88 of MVEIS.

Fuel Sulphur Fraction = 0.05% — Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**	
Central to Hung Hom Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	14.0	20.9	20.2	671.7	
Emission Rate (Slow Cruise) (g/s) =	**2.43E-04**	**3.63E-04**	**3.51E-04**	**1.17E-02**	Cruising from Central to Hung Hom is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 16 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/16 of the total emissions. This emission rate is calculated for one way of a trip.
Hung Hom to Central Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	14.0	20.9	20.2	671.7	
Emission Rate (Slow Cruise) (g/s) =	**2.43E-04**	**3.63E-04**	**3.51E-04**	**1.17E-02**	Cruising from Hung Hom to Central is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 16 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/16 of the total emissions. This emission rate is calculated for one way of a trip.

Emission Rates for Ferry Services between Sam Ka Tsuen, Tsim Sha Tsui and Cental by Coral Sea Ferry

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

Study of Marine Vessels Emission Inventory - Final Report, HKUST, Feb 2012 (MVEIS), p.99.

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	1400	The value of main engine power referred to Table 4-5 (Vessel Type: Others; GRT: >1,000) on p.83 of MVEIS is 707kW. However, as a more conservative approach, the value of main engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 1400kW (i.e. the value is about 2 times of the value in MVEIS).
P = Auxiliary Engine Power (kW)	188	The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).
	Slow Cruise	
LF = Main Engine Loading Factor	0.45	Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43	Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Sam Ka Tsuen to Tsim Sha Tsui Route		
TIM = Time-in-mode (min)	6.13	Total duration is estimated to be 6.13 mins by the distance of arrival route (~1135m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.102	
Tsim Sha Tsui to Central Route		
TIM = Time-in-mode (min)	0.35	Total duration is estimated to be 0.35 mins by the distance of departure route (~65m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.006	
EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction	Section 4.2.31 on p.88 of MVEIS.
BSFC (g/kWh) =	213	Section 4.2.27 on p.88 of MVEIS.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	RSP	FSP	NOx	
Sam Ka Tsuen to Tsim Sha Tsui Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	15.1	22.6	21.9	726.2	
Emission Rate (Slow Cruise) (g/s) =	**2.33E-04**	**3.49E-04**	**3.38E-04**	**1.12E-02**	Ferry Services between Sam Ka Tsuen, Tsim Sha Tsui and Cental by Coral Sea Ferry is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 18 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/18 of the total emissions. This emission rate is calculated for one way of a trip.
Tsim Sha Tsui to Central Route					
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	0.9	1.3	1.2	41.5	
Emission Rate (Slow Cruise) (g/s) =	**1.20E-04**	**1.79E-04**	**1.74E-04**	**5.76E-03**	Ferry Services between Sam Ka Tsuen, Tsim Sha Tsui and Cental by Coral Sea Ferry is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 2 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/2 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

			Remarks
	E = P x LF x TIM x EF		MVEIS, p.99.
where	E = Emission Rate (g)		
	P = Engine Power (kW)	188	The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).
		Hotelling	
	LF = Loading Factor	0.43	Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
	TIM = Time-in-mode (min)	5	Total duration is assumed to be about 5 mins as observed by site visit.
	Time-in-mode (hr)	0.083	
	EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction	Section 4.2.31 on p.88 of MVEIS.
	BSFC (g/kWh) =	213	Section 4.2.27 on p.88 of MVEIS.
	Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**	
EF = Emission Factor (g/kWh)	0.21	0.40	0.39	10.00	EF of RSP, FSP and NOx are extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Hotelling) (g/hr) =	1.40	2.69	2.63	67.37	
Total Emissions (Hotelling) (g/s) =	**3.90E-04**	**7.49E-04**	**7.30E-04**	**1.87E-02**	The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions

Emission Rates for Ferry Services for Employees of Hong Kong Electric

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

							Remarks
	E = P x LF x TIM x EF						Study of Marine Vessels Emission Inventory - Final Report, HKUST, Feb 2012 (MVEIS), p.99.
where	E = Emission Rate (g)						
	P = Main Engine Power (kW)	1400					The value of main engine power referred to Table 4-5 (Vessel Type: Others; GRT: >1,000) on p.83 of MVEIS is 707kW. However, as a more conservative approach, the value of main engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 1400kW (i.e. the value is about 2 times of the value in MVEIS).
	P = Auxiliary Engine Power (kW)	188					The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).
		Slow Cruise					
	LF = Main Engine Loading Factor	0.45					Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
	LF = Auxiliary Engine Loading Factor	0.43					Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
	Arrival Route						
	TIM = Time-in-mode (min)	0.46					Total duration is estimated to be 0.46 mins by the distance of arrival route (~85m) within 500m assessment area with 6 knots of travelling speed.
	Time-in-mode (hr)	0.008					
	Departure Route						
	TIM = Time-in-mode (min)	0.46					Total duration is estimated to be 0.46 mins by the distance of departure route (~85m) within 500m assessment area with 6 knots of travelling speed.
	Time-in-mode (hr)	0.008					
	EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction					Section 4.2.31 on p.88 of MVEIS.
	BSFC (g/kWh) =	213					Section 4.2.27 on p.88 of MVEIS.
	Fuel Sulphur Fraction =	0.05%					Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.
		SO_2	**RSP**	**FSP**	**NOx**		
	Arrival Route						
	EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00		EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
	EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00		EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
	Total Emissions (Slow Cruise) (g/hr) =	1.1	1.7	1.6	54.5		
	Emission Rate (Slow Cruise) (g/s) =	**1.05E-04**	**1.57E-04**	**1.52E-04**	**5.05E-03**		Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 3 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/3 of the total emissions. This emission rate is calculated for one way of a trip.
	Departure Route						
	EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00		EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
	EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00		EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
	Total Emissions (Slow Cruise) (g/hr) =	1.1	1.7	1.6	54.5		
	Emission Rate (Slow Cruise) (g/s) =	**1.05E-04**	**1.57E-04**	**1.52E-04**	**5.05E-03**		Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 3 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/3 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

P = Engine Power (kW) 188

The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).

	Hotelling
LF = Loading Factor	0.43
TIM = Time-in-mode (min)	2
Time-in-mode (hr)	0.033

Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.

Total duration is assumed to be about 2 mins as observed by site visit.

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

BSFC (g/kWh) = 213

Section 4.2.31 on p.88 of MVEIS.
Section 4.2.27 on p.88 of MVEIS.

Fuel Sulphur Fraction = 0.05%

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**
EF = Emission Factor (g/kWh)	0.21	0.40	0.39	10.00
Total Emissions (Hotelling) (g/hr) =	0.56	1.08	1.05	26.95
Total Emissions (Hotelling) (g/s) =	**1.56E-04**	**2.99E-04**	**2.92E-04**	**7.49E-03**

EF of RSP, FSP and NOx are extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Remarks

MVEIS, p.99.

Emission Rates for Shuttle Service for Guests of Lamma Rainbow Seafood Restaurant

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

P = Main Engine Power (kW)	1400					The value of main engine power referred to Table 4-5 (Vessel Type: Others; GRT: >1,000) on p.83 of MVEIS is 707kW. However, as a more conservative approach, the value of main engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 1400kW (i.e. the value is about 2 times of the value in MVEIS).
P = Auxiliary Engine Power (kW)	188					The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).
	Slow Cruise					
LF = Main Engine Loading Factor	0.45					Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43					Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Arrival Route						
TIM = Time-in-mode (min)	0.13					Total duration is estimated to be 0.13 mins by the distance of arrival route (~25m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.002					
Departure Route						
TIM = Time-in-mode (min)	0.13					Total duration is estimated to be 0.13 mins by the distance of departure route (~25m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.002					
EF of SO_2 =	BSFC x 2 x 0.97753 x Fuel Sulphur Fraction					Section 4.2.31 on p.88 of MVEIS.
BSFC (g/kWh) =	213					Section 4.2.27 on p.88 of MVEIS.
Fuel Sulphur Fraction =	0.05%					Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.
	SO_2	**RSP**	**FSP**	**NOx**		
Arrival Route						
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00		EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00		EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	0.3	0.5	0.5	15.4		
Emission Rate (Slow Cruise) (g/s) =	**4.45E-05**	**6.66E-05**	**6.45E-05**	**2.14E-03**		Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 2 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/2 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route						
EF = Main Engine Emission Factor (g/kWh)	0.21	0.30	0.29	10.00		EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: ME (Cat.1)) on p.89 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.21	0.40	0.39	10.00		EF of RSP, FSP and NOx is extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	0.3	0.5	0.5	15.4		
Emission Rate (Slow Cruise) (g/s) =	**4.45E-05**	**6.66E-05**	**6.45E-05**	**2.14E-03**		Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 2 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/2 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

P = Engine Power (kW) 188

The value of auxiliary engine power referred to Table 4-6 (Vessel Type: Others; GRT: ≥1,000) on p.84 of MVEIS is 115kW. However, as a more conservative approach, the value of auxiliary engine power is referred to Note (iii) in Appendix 3.10d of the Approved EIA Report for Route 11 (Section between Yuen Long and North Lantau), which is 188kW (i.e. the value is about 1.6 times of the value in MVEIS).

	Hotelling
LF = Loading Factor	0.43
TIM = Time-in-mode (min)	2
Time-in-mode (hr)	0.033

Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.

Total duration is assumed to be about 2 mins as observed by site visit.

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

BSFC (g/kWh) = 213

Section 4.2.31 on p.88 of MVEIS.
Section 4.2.27 on p.88 of MVEIS.

Fuel Sulphur Fraction = 0.05%

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**
EF = Emission Factor (g/kWh)	0.21	0.40	0.39	10.00
Total Emissions (Hotelling) (g/hr) =	0.56	1.08	1.05	26.95
Total Emissions (Hotelling) (g/s) =	**1.56E-04**	**2.99E-04**	**2.92E-04**	**7.49E-03**

EF of RSP, FSP and NOx are extracted from Table 4-16 (Engine Type: AE) on p.89 of MVEIS.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Remarks

MVEIS, p.99.

Emission Rates for Government Vessels and Pilot Boats at Kowloon Public Pier 5

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

Study of Marine Vessels Emission Inventory - Final Report, HKUST, Feb 2012 (MVEIS), p.99.

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	4000	Due to the lack of information, the value of main engine power is referred to the value of the main engine power adopted for government vessels (Vessel Type: Fast Launch) in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
P = Auxiliary Engine Power (kW)	115	Due to the lack of information, the value of auxiliary engine power is referred to the the value of auxiliary engine power adopted for government vessels (Vessel Type: Fast Launch) in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
	Slow Cruise	
LF = Main Engine Loading Factor	0.45	Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43	Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	0.11	Total duration is estimated to be 0.11 mins by the distance of arrival route (~20m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.002	
Departure Route		
TIM = Time-in-mode (min)	0.11	Total duration is estimated to be 0.11 mins by the distance of departure route (~20m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.002	

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction — Section 4.2.31 on p.88 of MVEIS.

Main Engine BSFC (g/kWh) =	213	Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Auxiliary Engine BSFC (g/kWh) =	217	Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	RSP	FSP	NOx	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 (Engine Type: MSD; Fuel Type: MDO) on p.62 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 (Fuel Type: MDO) on p.62 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	0.7	1.6	1.5	44.8	
Emission Rate (Slow Cruise) (g/s) =	**9.81E-05**	**2.22E-04**	**2.03E-04**	**6.23E-03**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 2 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/2 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 (Engine Type: MSD; Fuel Type: MDO) on p.62 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 (Fuel Type: MDO) on p.62 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	0.7	1.6	1.5	44.8	
Emission Rate (Slow Cruise) (g/s) =	**9.81E-05**	**2.22E-04**	**2.03E-04**	**6.23E-03**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 2 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/2 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where

E = Emission Rate (g)

P = Engine Power (kW) 115

	Hotelling
LF = Loading Factor	0.43
TIM = Time-in-mode (min)	1
Time-in-mode (hr)	0.017

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

Auxiliary Engine BSFC (g/kWh) = 217

Fuel Sulphur Fraction = 0.05%

	SO_2	RSP	FSP	NOx
EF = Emission Factor (g/kWh)	0.212	0.49	0.45	13.90
Total Emissions (Hotelling) (g/hr) =	0.17	0.40	0.37	11.46
Total Emissions (Hotelling) (g/s) =	**4.86E-05**	**1.12E-04**	**1.03E-04**	**3.18E-03**

Remarks

MVEIS, p.99.

Due to the lack of information, the value of auxiliary engine power is referred to the the value of auxiliary engine power adopted for government vessels (Vessel Type: Fast Launch) in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.

Total duration is assumed to be about 1 mins as observed by site visit.

Section 4.2.31 on p.88 of MVEIS.

Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

EF of RSP, FSP and NOx is extracted from Table 3-28 (Fuel Type: MDO) on p.62 of MVEIS.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Emission Rates for Pilot Boats at Kowloon Public Pier 6

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	4000	Due to the lack of information, the value of main engine power is referred to the value of the main engine power adopted for government vessels (Vessel Type: Fast Launch) in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
P = Auxiliary Engine Power (kW)	115	Due to the lack of information, the value of auxiliary engine power is referred to the the value of auxiliary engine power adopted for government vessels (Vessel Type: Fast Launch) in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
	Slow Cruise	
LF = Main Engine Loading Factor	0.45	Table 4-7 (Vessel Type: All except tug) on p.85 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.43	Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	0.11	Total duration is estimated to be 0.11 mins by the distance of arrival route (~20m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.002	
Departure Route		
TIM = Time-in-mode (min)	0.11	Total duration is estimated to be 0.11 mins by the distance of departure route (~20m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.002	

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction — Section 4.2.31 on p.88 of MVEIS.

Main Engine BSFC (g/kWh) =	213	Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Auxiliary Engine BSFC (g/kWh) =	217	Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	RSP	FSP	NOx	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 (Engine Type: MSD; Fuel Type: MDO) on p.62 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 (Fuel Type: MDO) on p.62 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	0.7	1.6	1.5	44.8	
Emission Rate (Slow Cruise) (g/s) =	**9.81E-05**	**2.22E-04**	**2.03E-04**	**6.23E-03**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 2 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/2 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 (Engine Type: MSD; Fuel Type: MDO) on p.62 of MVEIS.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 (Fuel Type: MDO) on p.62 of MVEIS.
Total Emissions (Slow Cruise) (g/hr) =	0.7	1.6	1.5	44.8	
Emission Rate (Slow Cruise) (g/s) =	**9.81E-05**	**2.22E-04**	**2.03E-04**	**6.23E-03**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 2 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/2 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where

E = Emission Rate (g)

P = Engine Power (kW) 115

	Hotelling
LF = Loading Factor	0.43
TIM = Time-in-mode (min)	1
Time-in-mode (hr)	0.017

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

Auxiliary Engine BSFC (g/kWh) = 217

Fuel Sulphur Fraction = 0.05%

	SO_2	RSP	FSP	NOx
EF = Emission Factor (g/kWh)	0.212	0.49	0.45	13.90
Total Emissions (Hotelling) (g/hr) =	0.17	0.40	0.37	11.46
Total Emissions (Hotelling) (g/s) =	**4.86E-05**	**1.12E-04**	**1.03E-04**	**3.18E-03**

Remarks

MVEIS, p.99.

Due to the lack of information, the value of auxiliary engine power is referred to the the value of auxiliary engine power adopted for government vessels (Vessel Type: Fast Launch) in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Table 4-10 (Vessel Type: All RTVs) on p.85 of MVEIS.

Total duration is assumed to be about 1 mins as observed by site visit.

Section 4.2.31 on p.88 of MVEIS.

Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

EF of RSP, FSP and NOx is extracted from Table 3-28 (Fuel Type: MDO) on p.62 of MVEIS.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Emission Rates for Pleasure Vessels at Kowloon Public Pier 1

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

Study of Marine Vessels Emission Inventory - Final Report, HKUST, Feb 2012 (MVEIS), p.99.

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	786	The value of main engine power in Table 3-15 (Vessel Type: Pleasure Vessel) on p.49 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
P = Auxiliary Engine Power (kW)	60	The value of auxiliary engine power in Table 3-20 (Vessel Type: Pleasure Vessel) on p.53 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
	Slow Cruise	
LF = Main Engine Loading Factor	0.21	Table 3-18 (Vessel Type: Pleasure Vessel) for Slow Cruise on p.52 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.32	Table 3-21 (Vessel Type: Pleasure Vessel) for Slow Cruise on p.54 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	5.67	Total duration is estimated to be 5.67 mins by the distance of arrival route (~1050m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.095	
Departure Route		
TIM = Time-in-mode (min)	0.84	Total duration is estimated to be 0.84 mins by the distance of departure route (~155m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.014	

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction — Section 4.2.31 on p.88 of MVEIS.

Main Engine BSFC (g/kWh) =	213	Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Auxiliary Engine BSFC (g/kWh) =	217	Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	RSP	FSP	NOx	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Total Emissions (Slow Cruise) (g/hr) =	3.6	8.2	7.5	231.1	
Emission Rate (Slow Cruise) (g/s) =	**6.73E-05**	**1.52E-04**	**1.39E-04**	**4.28E-03**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 15 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/15 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Total Emissions (Slow Cruise) (g/hr) =	0.5	1.2	1.1	34.2	
Emission Rate (Slow Cruise) (g/s) =	**4.98E-05**	**1.13E-04**	**1.03E-04**	**3.17E-03**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 3 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/3 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where

E = Emission Rate (g)

P = Engine Power (kW) 60

	Hotelling
LF = Loading Factor	0.32
TIM = Time-in-mode (min)	10
Time-in-mode (hr)	0.167

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

Auxiliary Engine BSFC (g/kWh) = 217

Fuel Sulphur Fraction = 0.05%

	SO_2	RSP	FSP	NOx
EF = Emission Factor (g/kWh)	0.212	0.49	0.45	13.90
Total Emissions (Hotelling) (g/hr) =	0.68	1.57	1.44	44.48
Total Emissions (Hotelling) (g/s) =	**1.89E-04**	**4.36E-04**	**4.00E-04**	**1.24E-02**

Remarks

MVEIS, p.99.

The value of auxiliary engine power in Table 3-20 (Vessel Type: Pleasure Vessel) on p.53 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Table 3-21 (Vessel Type: Pleasure Vessel) for Hotelling on p.54 of MVEIS.

Total duration is assumed to be about 10 mins as observed by site visit.

Section 4.2.31 on p.88 of MVEIS.

Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Emission Rates for Pleasure Vessels at Kowloon Public Pier 2

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

Study of Marine Vessels Emission Inventory - Final Report, HKUST, Feb 2012 (MVEIS), p.99.

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	786	The value of main engine power in Table 3-15 (Vessel Type: Pleasure Vessel) on p.49 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
P = Auxiliary Engine Power (kW)	60	The value of auxiliary engine power in Table 3-20 (Vessel Type: Pleasure Vessel) on p.53 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
	Slow Cruise	
LF = Main Engine Loading Factor	0.21	Table 3-18 (Vessel Type: Pleasure Vessel) for Slow Cruise on p.52 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.32	Table 3-21 (Vessel Type: Pleasure Vessel) for Slow Cruise on p.54 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	5.89	Total duration is estimated to be 5.89 mins by the distance of arrival route (~1090m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.098	
Departure Route		
TIM = Time-in-mode (min)	0.62	Total duration is estimated to be 0.62 mins by the distance of departure route (~115m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.010	

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction — Section 4.2.31 on p.88 of MVEIS.

Main Engine BSFC (g/kWh) =	213	Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Auxiliary Engine BSFC (g/kWh) =	217	Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	RSP	FSP	NOx	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Total Emissions (Slow Cruise) (g/hr) =	3.8	8.5	7.8	240.1	
Emission Rate (Slow Cruise) (g/s) =	**6.55E-05**	**1.48E-04**	**1.36E-04**	**4.17E-03**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 16 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/16 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Total Emissions (Slow Cruise) (g/hr) =	0.4	0.9	0.8	25.3	
Emission Rate (Slow Cruise) (g/s) =	**3.68E-05**	**8.32E-05**	**7.62E-05**	**2.34E-03**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 3 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/3 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where

E = Emission Rate (g)

P = Engine Power (kW) 60

	Hotelling
LF = Loading Factor	0.32
TIM = Time-in-mode (min)	10
Time-in-mode (hr)	0.167

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

Auxiliary Engine BSFC (g/kWh) = 217

Fuel Sulphur Fraction = 0.05%

	SO_2	RSP	FSP	NOx
EF = Emission Factor (g/kWh)	0.212	0.49	0.45	13.90
Total Emissions (Hotelling) (g/hr) =	0.68	1.57	1.44	44.48
Total Emissions (Hotelling) (g/s) =	**1.89E-04**	**4.36E-04**	**4.00E-04**	**1.24E-02**

Remarks

MVEIS, p.99.

The value of auxiliary engine power in Table 3-20 (Vessel Type: Pleasure Vessel) on p.53 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Table 3-21 (Vessel Type: Pleasure Vessel) for Hotelling on p.54 of MVEIS.

Total duration is assumed to be about 10 mins as observed by site visit.

Section 4.2.31 on p.88 of MVEIS.

Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Emission Rates for Pleasure Vessels at Kowloon Public Pier 3

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

Study of Marine Vessels Emission Inventory - Final Report, HKUST, Feb 2012 (MVEIS), p.99.

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	786	The value of main engine power in Table 3-15 (Vessel Type: Pleasure Vessel) on p.49 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
P = Auxiliary Engine Power (kW)	60	The value of auxiliary engine power in Table 3-20 (Vessel Type: Pleasure Vessel) on p.53 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
	Slow Cruise	
LF = Main Engine Loading Factor	0.21	Table 3-18 (Vessel Type: Pleasure Vessel) for Slow Cruise on p.52 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.32	Table 3-21 (Vessel Type: Pleasure Vessel) for Slow Cruise on p.54 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	6.07	Total duration is estimated to be 6.07 mins by the distance of arrival route (~1125m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.101	
Departure Route		
TIM = Time-in-mode (min)	0.43	Total duration is estimated to be 0.43 mins by the distance of departure route (~80m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.007	

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction — Section 4.2.31 on p.88 of MVEIS.

Main Engine BSFC (g/kWh) =	213	Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Auxiliary Engine BSFC (g/kWh) =	217	Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	RSP	FSP	NOx	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Total Emissions (Slow Cruise) (g/hr) =	3.9	8.8	8.1	247.4	
Emission Rate (Slow Cruise) (g/s) =	**6.35E-05**	**1.44E-04**	**1.32E-04**	**4.04E-03**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 17 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/17 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Total Emissions (Slow Cruise) (g/hr) =	0.3	0.6	0.6	17.5	
Emission Rate (Slow Cruise) (g/s) =	**3.83E-05**	**8.66E-05**	**7.92E-05**	**2.43E-03**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 2 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/2 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where

E = Emission Rate (g)

P = Engine Power (kW) 60

	Hotelling
LF = Loading Factor	0.32
TIM = Time-in-mode (min)	10
Time-in-mode (hr)	0.167

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

Auxiliary Engine BSFC (g/kWh) = 217

Fuel Sulphur Fraction = 0.05%

	SO_2	RSP	FSP	NOx
EF = Emission Factor (g/kWh)	0.212	0.49	0.45	13.90
Total Emissions (Hotelling) (g/hr) =	0.68	1.57	1.44	44.48
Total Emissions (Hotelling) (g/s) =	**1.89E-04**	**4.36E-04**	**4.00E-04**	**1.24E-02**

Remarks

MVEIS, p.99.

The value of auxiliary engine power in Table 3-20 (Vessel Type: Pleasure Vessel) on p.53 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Table 3-21 (Vessel Type: Pleasure Vessel) for Hotelling on p.54 of MVEIS.

Total duration is assumed to be about 10 mins as observed by site visit.

Section 4.2.31 on p.88 of MVEIS.

Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Emission Rates for Pleasure Vessels at Kowloon Public Pier 4

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

Study of Marine Vessels Emission Inventory - Final Report, HKUST, Feb 2012 (MVEIS), p.99.

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	786	The value of main engine power in Table 3-15 (Vessel Type: Pleasure Vessel) on p.49 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
P = Auxiliary Engine Power (kW)	60	The value of auxiliary engine power in Table 3-20 (Vessel Type: Pleasure Vessel) on p.53 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
	Slow Cruise	
LF = Main Engine Loading Factor	0.21	Table 3-18 (Vessel Type: Pleasure Vessel) for Slow Cruise on p.52 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.32	Table 3-21 (Vessel Type: Pleasure Vessel) for Slow Cruise on p.54 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	6.24	Total duration is estimated to be 6.24 mins by the distance of arrival route (~1155m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.104	
Departure Route		
TIM = Time-in-mode (min)	0.27	Total duration is estimated to be 0.27 mins by the distance of departure route (~50m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.005	

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction — Section 4.2.31 on p.88 of MVEIS.

Main Engine BSFC (g/kWh) =	213	Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Auxiliary Engine BSFC (g/kWh) =	217	Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	RSP	FSP	NOx	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Total Emissions (Slow Cruise) (g/hr) =	4.0	9.0	8.3	254.3	
Emission Rate (Slow Cruise) (g/s) =	**6.17E-05**	**1.40E-04**	**1.28E-04**	**3.93E-03**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 18 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/18 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Total Emissions (Slow Cruise) (g/hr) =	0.2	0.4	0.4	11.0	
Emission Rate (Slow Cruise) (g/s) =	**2.40E-05**	**5.44E-05**	**4.98E-05**	**1.53E-03**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 2 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/2 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

MVEIS, p.99.

where E = Emission Rate (g)

P = Engine Power (kW) 60

The value of auxiliary engine power in Table 3-20 (Vessel Type: Pleasure Vessel) on p.53 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

	Hotelling
LF = Loading Factor	0.32

Table 3-21 (Vessel Type: Pleasure Vessel) for Hotelling on p.54 of MVEIS.

TIM = Time-in-mode (min)	10
Time-in-mode (hr)	0.167

Total duration is assumed to be about 10 mins as observed by site visit.

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

Section 4.2.31 on p.88 of MVEIS.

Auxiliary Engine BSFC (g/kWh) = 217

Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Fuel Sulphur Fraction = 0.05%

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	**RSP**	**FSP**	**NOx**
EF = Emission Factor (g/kWh)	0.212	0.49	0.45	13.90

EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Total Emissions (Hotelling) (g/hr) =	0.68	1.57	1.44	44.48
Total Emissions (Hotelling) (g/s) =	**1.89E-04**	**4.36E-04**	**4.00E-04**	**1.24E-02**

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Emission Rates for Pleasure Vessels at Kowloon Public Pier 5

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	786	The value of main engine power in Table 3-15 (Vessel Type: Pleasure Vessel) on p.49 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
P = Auxiliary Engine Power (kW)	60	The value of auxiliary engine power in Table 3-20 (Vessel Type: Pleasure Vessel) on p.53 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
	Slow Cruise	
LF = Main Engine Loading Factor	0.21	Table 3-18 (Vessel Type: Pleasure Vessel) for Slow Cruise on p.52 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.32	Table 3-21 (Vessel Type: Pleasure Vessel) for Slow Cruise on p.54 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	6.61	Total duration is estimated to be 6.61 mins by the distance of arrival route (~1225m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.110	
Departure Route		
TIM = Time-in-mode (min)	0.13	Total duration is estimated to be 0.13 mins by the distance of departure route (~25m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.002	

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction — Section 4.2.31 on p.88 of MVEIS.

Main Engine BSFC (g/kWh) =	213	Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Auxiliary Engine BSFC (g/kWh) =	217	Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	RSP	FSP	NOx	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Total Emissions (Slow Cruise) (g/hr) =	4.2	9.6	8.8	269.4	
Emission Rate (Slow Cruise) (g/s) =	**6.19E-05**	**1.40E-04**	**1.28E-04**	**3.94E-03**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 19 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/19 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Total Emissions (Slow Cruise) (g/hr) =	0.1	0.2	0.2	5.3	
Emission Rate (Slow Cruise) (g/s) =	**1.16E-05**	**2.62E-05**	**2.40E-05**	**7.36E-04**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 2 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/2 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where

E = Emission Rate (g)

P = Engine Power (kW) 60

	Hotelling
LF = Loading Factor	0.32
TIM = Time-in-mode (min)	10
Time-in-mode (hr)	0.167

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

Auxiliary Engine BSFC (g/kWh) = 217

Fuel Sulphur Fraction = 0.05%

	SO_2	RSP	FSP	NOx
EF = Emission Factor (g/kWh)	0.212	0.49	0.45	13.90
Total Emissions (Hotelling) (g/hr) =	0.68	1.57	1.44	44.48
Total Emissions (Hotelling) (g/s) =	**1.89E-04**	**4.36E-04**	**4.00E-04**	**1.24E-02**

Remarks

MVEIS, p.99.

The value of auxiliary engine power in Table 3-20 (Vessel Type: Pleasure Vessel) on p.53 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Table 3-21 (Vessel Type: Pleasure Vessel) for Hotelling on p.54 of MVEIS.

Total duration is assumed to be about 10 mins as observed by site visit.

Section 4.2.31 on p.88 of MVEIS.

Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Emission Rates for Pleasure Vessels at Kowloon Public Pier 6

Main Engine (for slow cruise)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

Study of Marine Vessels Emission Inventory - Final Report, HKUST, Feb 2012 (MVEIS), p.99.

where E = Emission Rate (g)

		Remarks
P = Main Engine Power (kW)	786	The value of main engine power in Table 3-15 (Vessel Type: Pleasure Vessel) on p.49 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
P = Auxiliary Engine Power (kW)	60	The value of auxiliary engine power in Table 3-20 (Vessel Type: Pleasure Vessel) on p.53 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
	Slow Cruise	
LF = Main Engine Loading Factor	0.21	Table 3-18 (Vessel Type: Pleasure Vessel) for Slow Cruise on p.52 of MVEIS.
LF = Auxiliary Engine Loading Factor	0.32	Table 3-21 (Vessel Type: Pleasure Vessel) for Slow Cruise on p.54 of MVEIS.
Arrival Route		
TIM = Time-in-mode (min)	6.83	Total duration is estimated to be 6.83 mins by the distance of arrival route (~1265m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.114	
Departure Route		
TIM = Time-in-mode (min)	0.13	Total duration is estimated to be 0.13 mins by the distance of departure route (~25m) within 500m assessment area with 6 knots of travelling speed.
Time-in-mode (hr)	0.002	

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction — Section 4.2.31 on p.88 of MVEIS.

Main Engine BSFC (g/kWh) =	213	Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Auxiliary Engine BSFC (g/kWh) =	217	Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Fuel Sulphur Fraction =	0.05%	Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

	SO_2	RSP	FSP	NOx	
Arrival Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Total Emissions (Slow Cruise) (g/hr) =	4.4	9.9	9.1	278.4	
Emission Rate (Slow Cruise) (g/s) =	**6.40E-05**	**1.45E-04**	**1.32E-04**	**4.07E-03**	Incoming cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 19 emission points are assumed for the whole incoming cruising distance within 500m Assessment Area, so each emission point constitutes 1/19 of the total emissions. This emission rate is calculated for one way of a trip.
Departure Route					
EF = Main Engine Emission Factor (g/kWh)	0.208	0.47	0.43	13.20	EF of RSP, FSP and NOx is extracted from Table 3-27 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
EF = Auxiliary Engine Emission Factor (g/kWh)	0.212	0.49	0.45	13.90	EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.
Total Emissions (Slow Cruise) (g/hr) =	0.1	0.2	0.2	5.3	
Emission Rate (Slow Cruise) (g/s) =	**1.16E-05**	**2.62E-05**	**2.40E-05**	**7.36E-04**	Outgoing cursing is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions. 2 emission points are assumed for the whole outgoing cruising distance within 500m Assessment Area, so each emission point constitutes 1/2 of the total emissions. This emission rate is calculated for one way of a trip.

Auxiliary Engine (for hotelling)

Referenced to Final Report - Study of Marine Vessels Emission Inventory

E = P x LF x TIM x EF

where

E = Emission Rate (g)

P = Engine Power (kW) 60

	Hotelling
LF = Loading Factor	0.32
TIM = Time-in-mode (min)	10
Time-in-mode (hr)	0.167

EF of SO_2 = BSFC x 2 x 0.97753 x Fuel Sulphur Fraction

Auxiliary Engine BSFC (g/kWh) = 217

Fuel Sulphur Fraction = 0.05%

	SO_2	RSP	FSP	NOx
EF = Emission Factor (g/kWh)	0.212	0.49	0.45	13.90
Total Emissions (Hotelling) (g/hr) =	0.68	1.57	1.44	44.48
Total Emissions (Hotelling) (g/s) =	**1.89E-04**	**4.36E-04**	**4.00E-04**	**1.24E-02**

Remarks

MVEIS, p.99.

The value of auxiliary engine power in Table 3-20 (Vessel Type: Pleasure Vessel) on p.53 of MVEIS is referred. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Table 3-21 (Vessel Type: Pleasure Vessel) for Hotelling on p.54 of MVEIS.

Total duration is assumed to be about 10 mins as observed by site visit.

Section 4.2.31 on p.88 of MVEIS.

Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

Air Pollution Control (Marine Light Diesel) Regulation, effective in April 2014.

EF of RSP, FSP and NOx is extracted from Table 3-28 on p.62 of MVEIS. This assumption is same as the value adopted for small craft in Table A1 in Appendix 3.6 of the Approved EIA Report for Expansion of Aberdeen Typhoon Shelter.

The hotelling is completed within one hour. The emission rate is obtained so that the total emission in one hour is equivalent to the total emissions.

Marine Emission - Point Sources - Cruise of Wing On Travel

ID	X	Y	Z [3]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [2]	Emission Height [2]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
WO_A1	836637.4	817257.5	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	Please refer to the Daily Profile for Frequency of Cruise of Wing On Travel.
WO_A2	836575.6	817225.6	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A3	836512.0	817197.6	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A4	836448.5	817169.4	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A5	836385.0	817141.2	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A6	836322.1	817111.5	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A7	836258.6	817083.4	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A8	836192.8	817061.5	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A9	836124.4	817049.1	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A10	836055.2	817045.5	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A11	835985.7	817045.3	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A12	835916.3	817049.5	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A13	835847.1	817054.7	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A14	835778.4	817065.4	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A15	835710.8	817080.8	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A16	835644.4	817101.1	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_A17	835572.0	817115.0	1.3	2.44E-04	1.17E-02	3.65E-04	3.53E-04	555	8	0.8	1	
WO_D1	835572.0	817115.0	1.3	1.58E-04	7.57E-03	2.36E-04	2.28E-04	555	8	0.8	1	
WO_D2	835503.4	817069.6	1.3	1.58E-04	7.57E-03	2.36E-04	2.28E-04	555	8	0.8	1	
WO_H	835572.0	817115.0	1.3	7.79E-04	3.74E-02	1.50E-03	1.46E-03	555	8	0.8	1	

Notes:

1. Exit temperature and exit velocity are referred to the information of Vessel Type - Launches and Ferries in Appendix 3.5 of the approved EIA report for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
2. Internal diameter and emission height is based on site observation.
3. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Cruise of Hong Kong Water Taxi

ID	X	Y	Z [3]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [2]	Emission Height [2]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
WT_AD1	836359.6	816805.1	1.3	4.66E-04	2.24E-02	6.97E-04	6.74E-04	555	8	0.8	1	Please refer to the Daily Profile for Frequency of Cruise of Hong Kong Water Taxi.
WT_AD2	836379.9	816871.6	1.3	4.66E-04	2.24E-02	6.97E-04	6.74E-04	555	8	0.8	1	
WT_AD3	836400.2	816938.1	1.3	4.66E-04	2.24E-02	6.97E-04	6.74E-04	555	8	0.8	1	
WT_AD4	836414.7	817004.1	1.3	4.66E-04	2.24E-02	6.97E-04	6.74E-04	555	8	0.8	1	
WT_AD5	836384.9	817067.6	1.3	4.66E-04	2.24E-02	6.97E-04	6.74E-04	555	8	0.8	1	
WT_AD6	836355.3	817130.5	1.3	4.66E-04	2.24E-02	6.97E-04	6.74E-04	555	8	0.8	1	
WT_AD7	836325.6	817193.3	1.3	4.66E-04	2.24E-02	6.97E-04	6.74E-04	555	8	0.8	1	
WT_AD8	836295.4	817255.9	1.3	4.66E-04	2.24E-02	6.97E-04	6.74E-04	555	8	0.8	1	
WT_AD9	836265.1	817318.4	1.3	4.66E-04	2.24E-02	6.97E-04	6.74E-04	555	8	0.8	1	
WT_AD10	836226.8	817369.3	1.3	4.66E-04	2.24E-02	6.97E-04	6.74E-04	555	8	0.8	1	
WT_H	836226.8	817369.3	1.3	7.79E-04	3.74E-02	1.50E-03	1.46E-03	555	8	0.8	1	

Notes:

1. Exit temperature and exit velocity are referred to the information of Vessel Type - Launches and Ferries in Appendix 3.5 of the approved EIA report for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
2. Internal diameter and emission height is based on site observation.
3. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Cruise of Hong Kong Water Taxi 18

ID	X	Y	Z [3]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [2]	Emission Height [2]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
WT18_A1	836436.2	816853.5	1.3	2.38E-04	1.14E-02	3.56E-04	3.45E-04	555	8	0.8	1	Please refer to the Daily Profile for Frequency of Cruise of Hong Kong Water Taxi 18.
WT18_A2	836431.6	816926.3	1.3	2.38E-04	1.14E-02	3.56E-04	3.45E-04	555	8	0.8	1	
WT18_A3	836427.1	816999.2	1.3	2.38E-04	1.14E-02	3.56E-04	3.45E-04	555	8	0.8	1	
WT18_A4	836394.9	817064.6	1.3	2.38E-04	1.14E-02	3.56E-04	3.45E-04	555	8	0.8	1	
WT18_A5	836362.3	817129.9	1.3	2.38E-04	1.14E-02	3.56E-04	3.45E-04	555	8	0.8	1	
WT18_A6	836329.7	817195.3	1.3	2.38E-04	1.14E-02	3.56E-04	3.45E-04	555	8	0.8	1	
WT18_A7	836297.4	817260.7	1.3	2.38E-04	1.14E-02	3.56E-04	3.45E-04	555	8	0.8	1	
WT18_A8	836265.0	817326.2	1.3	2.38E-04	1.14E-02	3.56E-04	3.45E-04	555	8	0.8	1	
WT18_A9	836226.8	817369.3	1.3	2.38E-04	1.14E-02	3.56E-04	3.45E-04	555	8	0.8	1	
WT18_D1	836226.8	817369.3	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D2	836218.7	817298.3	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D3	836202.0	817229.0	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D4	836173.7	817163.5	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D5	836133.8	817104.3	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D6	836073.7	817065.7	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D7	836006.7	817044.7	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D8	835936.0	817034.2	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D9	835864.6	817029.6	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D10	835793.2	817030.2	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D11	835721.8	817032.8	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D12	835650.4	817037.0	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D13	835579.2	817042.7	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_D14	835509.3	817052.0	1.3	2.46E-04	1.18E-02	3.67E-04	3.56E-04	555	8	0.8	1	
WT18_H	836226.8	817369.3	1.3	1.17E-03	5.61E-02	2.25E-03	2.19E-03	555	8	0.8	1	

Notes:

1. Exit temperature and exit velocity are referred to the information of Vessel Type - Launches and Ferries in Appendix 3.5 of the approved EIA report for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
2. Internal diameter and emission height is based on site observation.
3. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Cruise of Dukling

ID	X	Y	Z [3]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [2]	Emission Height [2]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
DL_A1	836598.8	817451.8	1.3	2.34E-04	1.12E-02	3.50E-04	3.39E-04	555	8	0.8	1	Please refer to the Daily Profile for Frequency of Cruise of Dukling.
DL_A2	836524.5	817435.1	1.3	2.34E-04	1.12E-02	3.50E-04	3.39E-04	555	8	0.8	1	
DL_A3	836450.3	817419.0	1.3	2.34E-04	1.12E-02	3.50E-04	3.39E-04	555	8	0.8	1	
DL_A4	836376.2	817402.4	1.3	2.34E-04	1.12E-02	3.50E-04	3.39E-04	555	8	0.8	1	
DL_A5	836302.0	817385.9	1.3	2.34E-04	1.12E-02	3.50E-04	3.39E-04	555	8	0.8	1	
DL_A6	836226.8	817369.3	1.3	2.34E-04	1.12E-02	3.50E-04	3.39E-04	555	8	0.8	1	
DL_D1	836226.8	817369.3	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D2	836260.8	817300.2	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D3	836289.4	817229.5	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D4	836299.5	817153.2	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D5	836270.0	817087.6	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D6	836197.3	817063.1	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D7	836120.5	817058.4	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D8	836043.6	817053.6	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D9	835966.8	817048.8	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D10	835889.9	817044.0	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D11	835813.1	817039.3	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D12	835736.2	817034.5	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D13	835659.4	817036.4	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D14	835582.6	817042.2	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_D15	835509.2	817052.0	1.3	2.65E-04	1.27E-02	3.96E-04	3.83E-04	555	8	0.8	1	
DL_H	836226.8	817369.3	1.3	7.79E-04	3.74E-02	1.50E-03	1.46E-03	555	8	0.8	1	

Notes:

1. Exit temperature and exit velocity are referred to the information of Vessel Type - Launches and Ferries in Appendix 3.5 of the approved EIA report for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
2. Internal diameter and emission height is based on site observation.
3. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Dim Sum Cruise of Aqua Luna

ID	X	Y	Z [3]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [2]	Emission Height [2]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
ALDS_A1	835545.7	816975.4	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	Please refer to the Daily Profile for Frequency of Dim Sum Cruise of Aqua Luna.
ALDS_A2	835579.5	817024.9	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALDS_A3	835611.6	817075.6	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALDS_A4	835640.7	817121.2	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALDS_D1	835640.7	817121.2	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D2	835706.5	817098.6	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D3	835773.2	817080.1	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D4	835841.8	817068.8	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D5	835910.5	817059.8	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D6	835979.7	817066.4	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D7	836048.8	817072.9	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D8	836117.8	817081.3	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D9	836186.4	817092.3	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D10	836251.4	817110.4	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D11	836317.6	817133.2	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D12	836381.3	817162.3	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D13	836444.9	817191.5	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D14	836508.7	817220.4	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D15	836572.2	817249.7	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_D16	836637.9	817279.7	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALDS_H	835640.7	817121.2	1.3	7.79E-04	3.74E-02	1.50E-03	1.46E-03	555	8	0.8	1	

Notes:

1. Exit temperature and exit velocity are referred to the information of Vessel Type - Launches and Ferries in Appendix 3.5 of the approved EIA report for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
2. Internal diameter and emission height is based on site observation.
3. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Afternoon Tea Cruise of Aqua Luna

ID	X	Y	Z [3]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [2]	Emission Height [2]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
ALAT_A1	836637.9	817279.7	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	Please refer to the Daily Profile for Frequency of Afternoon Cruise of Aqua Luna.
ALAT_A2	836572.2	817249.7	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A3	836508.7	817220.4	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A4	836444.9	817191.5	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A5	836381.3	817162.3	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A6	836317.6	817133.2	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A7	836251.4	817110.4	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A8	836186.4	817092.3	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A9	836117.8	817081.3	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A10	836048.8	817072.9	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A11	835979.7	817066.4	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A12	835910.5	817059.8	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A13	835841.8	817068.8	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A14	835773.2	817080.1	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A15	835706.5	817098.6	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_A16	835640.7	817121.2	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALAT_D1	835640.7	817121.2	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALAT_D2	835611.6	817075.6	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALAT_D3	835579.5	817024.9	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALAT_D4	835545.7	816975.4	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALAT_H	835640.7	817121.2	1.3	7.79E-04	3.74E-02	1.50E-03	1.46E-03	555	8	0.8	1	

Notes:

1. Exit temperature and exit velocity are referred to the information of Vessel Type - Launches and Ferries in Appendix 3.5 of the approved EIA report for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
2. Internal diameter and emission height is based on site observation.
3. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Cruise 1 of Aqua Luna

ID	X	Y	Z [3]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [2]	Emission Height [2]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
ALC1_A1	836637.9	817279.7	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	Please refer to the Daily Profile for Frequency of Cruise 1 of Aqua Luna.
ALC1_A2	836572.2	817249.7	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A3	836508.7	817220.4	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A4	836444.9	817191.5	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A5	836381.3	817162.3	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A6	836317.6	817133.2	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A7	836251.4	817110.4	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A8	836186.4	817092.3	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A9	836117.8	817081.3	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A10	836048.8	817072.9	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A11	835979.7	817066.4	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A12	835910.5	817059.8	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A13	835841.8	817068.8	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A14	835773.2	817080.1	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A15	835706.5	817098.6	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_A16	835640.7	817121.2	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC1_D1	835640.7	817121.2	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALC1_D2	835611.6	817075.6	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALC1_D3	835579.5	817024.9	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALC1_D4	835545.7	816975.4	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALC1_H	835640.7	817121.2	1.3	7.79E-04	3.74E-02	1.50E-03	1.46E-03	555	8	0.8	1	

Notes:

1. Exit temperature and exit velocity are referred to the information of Vessel Type - Launches and Ferries in Appendix 3.5 of the approved EIA report for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
2. Internal diameter and emission height is based on site observation.
3. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Cruise 2 of Aqua Luna

ID	X	Y	Z [3]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [2]	Emission Height [2]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
ALC2_A1	835545.7	816975.4	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	Please refer to the Daily Profile for Frequency of Cruise 2 of Aqua Luna.
ALC2_A2	835579.5	817024.9	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALC2_A3	835611.6	817075.6	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALC2_A4	835640.7	817121.2	1.3	1.61E-04	7.73E-03	2.41E-04	2.33E-04	555	8	0.8	1	
ALC2_D1	835640.7	817121.2	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D2	835706.5	817098.6	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D3	835773.2	817080.1	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D4	835841.8	817068.8	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D5	835910.5	817059.8	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D6	835979.7	817066.4	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D7	836048.8	817072.9	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D8	836117.8	817081.3	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D9	836186.4	817092.3	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D10	836251.4	817110.4	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D11	836317.6	817133.2	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D12	836381.3	817162.3	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D13	836444.9	817191.5	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D14	836508.7	817220.4	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D15	836572.2	817249.7	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_D16	836637.9	817279.7	1.3	2.42E-04	1.16E-02	3.61E-04	3.50E-04	555	8	0.8	1	
ALC2_H	835640.7	817121.2	1.3	7.79E-04	3.74E-02	1.50E-03	1.46E-03	555	8	0.8	1	

Notes:

1. Exit temperature and exit velocity are referred to the information of Vessel Type - Launches and Ferries in Appendix 3.5 of the approved EIA report for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
2. Internal diameter and emission height is based on site observation.
3. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Ferry Services between Central and Hung Hom by Fortune Ferry

ID	X	Y	Z [3]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [2]	Emission Height [2]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
CHH_1	835669.2	816832.2	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	Please refer to the Daily Profile for Frequency of Ferry Services between Central and Hung Hom by Fortune Ferry
CHH_2	835734.1	816858.3	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_3	835794.3	816882.4	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_4	835859.0	816908.4	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_5	835923.7	816934.4	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_6	835988.3	816960.4	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_7	836062.3	816990.1	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_8	836133.9	817018.9	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_9	836198.4	817044.8	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_10	836263.2	817073.1	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_11	836326.7	817101.0	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_12	836389.9	817130.1	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_13	836453.3	817158.6	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_14	836516.6	817187.1	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_15	836582.1	817216.5	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	
CHH_16	836638.4	817241.9	1.3	4.86E-04	2.33E-02	7.26E-04	7.03E-04	555	8	0.8	1	

Notes:

1. Exit temperature and exit velocity are referred to the information of Vessel Type - Launches and Ferries in Appendix 3.5 of the approved EIA report for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
2. Internal diameter and emission height is based on site observation.
3. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Ferry Services between Sam Ka Tsuen, Tsim Sha Tsui and Central by Coral Sea Ferry

ID	X	Y	Z [3]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [2]	Emission Height [2]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
CS_A1	836637.9	817244.2	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	Please refer to the Daily Profile for Frequency of Ferry Services between Sam Ka Tsuen, Tsim Sha Tsui and Central by Coral Sea Ferry
CS_A2	836574.3	817224.1	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A3	836510.9	817203.3	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A4	836447.5	817182.5	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A5	836384.1	817161.6	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A6	836320.7	817140.8	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A7	836257.3	817119.9	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A8	836193.9	817099.1	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A9	836130.4	817078.2	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A10	836065.3	817068.0	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A11	835998.6	817068.0	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A12	835931.8	817068.0	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A13	835865.1	817069.4	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A14	835798.6	817075.2	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A15	835732.1	817080.9	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A16	835666.1	817090.3	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A17	835600.3	817101.6	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_A18	835534.4	817112.9	1.3	2.33E-04	1.12E-02	3.49E-04	3.38E-04	555	8	0.8	1	
CS_D1	835534.4	817112.9	1.3	1.20E-04	5.76E-03	1.79E-04	1.74E-04	555	8	0.8	1	
CS_D2	835505.4	817058.2	1.3	1.20E-04	5.76E-03	1.79E-04	1.74E-04	555	8	0.8	1	
CS_H	835534.4	817112.9	1.3	3.90E-04	1.87E-02	7.49E-04	7.30E-04	555	8	0.8	1	

Notes:

1. Exit temperature and exit velocity are referred to the information of Vessel Type - Launches and Ferries in Appendix 3.5 of the approved EIA report for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
2. Internal diameter and emission height is based on site observation.
3. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Ferry Services for Employees of Hong Kong Electric

ID	X	Y	Z [3]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [2]	Emission Height [2]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
TW_AD1	835534.5	817112.9	1.3	2.10E-04	1.01E-02	3.14E-04	3.04E-04	555	8	0.8	1	Please refer to the Daily Profile for Frequency of Ferry Services for Employees of Hong Kong Electric
TW_AD2	835528.1	817068.8	1.3	2.10E-04	1.01E-02	3.14E-04	3.04E-04	555	8	0.8	1	
TW_AD3	835516.1	817030.7	1.3	2.10E-04	1.01E-02	3.14E-04	3.04E-04	555	8	0.8	1	
TW_H	835534.5	817112.9	1.3	1.56E-04	7.49E-03	2.99E-04	2.92E-04	555	8	0.8	1	

Notes:

1. Exit temperature and exit velocity are referred to the information of Vessel Type - Launches and Ferries in Appendix 3.5 of the approved EIA report for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
2. Internal diameter and emission height is based on site observation.
3. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Shuttle Service for Guests of Lamma Rainbow Seafood Restaurant

ID	X	Y	Z [3]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [1]	Internal diameter [2]	Emission Height [2]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
RB_AD1	835503.9	817134.6	1.3	8.91E-05	4.28E-03	1.33E-04	1.29E-04	555	8	0.8	1	Please refer to the Daily Profile for Frequency of Shuttle Service for Guests of Lamma Rainbow Seafood
RB_AD2	835488.0	817118.2	1.3	8.91E-05	4.28E-03	1.33E-04	1.29E-04	555	8	0.8	1	
RB_H	835503.9	817134.6	1.3	1.56E-04	7.49E-03	2.99E-04	2.92E-04	555	8	0.8	1	

Notes:

1. Exit temperature and exit velocity are referred to the information of Vessel Type - Launches and Ferries in Appendix 3.5 of the approved EIA report for Lei Yue Mun Waterfront Enhancement Project (AEIAR-219/2018).
2. Internal diameter and emission height is based on site observation.
3. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Government Vessels and Pilot Boats at Kowloon Public Pier 5

ID	X	Y	Z [4]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [2]	Internal diameter [3]	Emission Height [3]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
GV5_AD1	835503.9	817134.6	1.3	1.96E-04	1.25E-02	4.43E-04	4.05E-04	333	8	0.7	0.5	Please refer to the Daily Profile for Frequency of Government Vessels and Pilot boats at Kowloon Public Pier 5
GV5_AD2	835486.2	817129.3	1.3	1.96E-04	1.25E-02	4.43E-04	4.05E-04	333	8	0.7	0.5	
GV5_H	835503.9	817134.6	1.3	4.86E-05	3.18E-03	1.12E-04	1.03E-04	333	8	0.7	0.5	

Notes:

1. According to Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025), infomration of the water jet propulsion system on the website (https://www.ecoexhaust.eu/en/solutions/sea-water-injection-exhaust-gas-cooling/) is referred. The exhaust temperature can be reduced to approximately 60 ^{o}C (i.e.333 K). Therefore, the 333 K of exhaust temperature is adopted.
2. Exit velocity is referred to the information of Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025).
3. Internal diameter and emission height is based on site observation.
4. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Pilot Boats at Kowloon Public Pier 6

ID	X	Y	Z [4]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [2]	Internal diameter [3]	Emission Height [3]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
GV6_AD1	835497.1	817159.4	1.3	1.96E-04	1.25E-02	4.43E-04	4.05E-04	333	8	0.7	0.5	Please refer to the Daily Profile for Frequency of Pilot boats at Kowloon Public Pier 6
GV6_AD2	835481.5	817154.7	1.3	1.96E-04	1.25E-02	4.43E-04	4.05E-04	333	8	0.7	0.5	
GV6_H	835497.1	817159.4	1.3	4.86E-05	3.18E-03	1.12E-04	1.03E-04	333	8	0.7	0.5	

Notes:

1. According to Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025), infomration of the water jet propulsion system on the website (https://www.ecoexhaust.eu/en/solutions/sea-water-injection-exhaust-gas-cooling/) is referred. The exhaust temperature can be reduced to approximately 60 ^{o}C (i.e.333 K). Therefore, an exit temperature of 333 K is adopted.
2. Exit velocity is referred to the information of Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025).
3. Internal diameter and emission height is based on site observation.
4. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Pleasure Vessels at Kowloon Public Pier 1

ID	X	Y	Z [4]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [2]	Internal diameter [2]	Emission Height [3]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
PV1_A1	836638.2	817265.8	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	Please refer to the Daily Profile for Frequency of Pleasure Vessels at Kowloon Public Pier 1
PV1_A2	836575.5	817233.0	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A3	836512.7	817200.0	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A4	836448.3	817171.5	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A5	836384.3	817146.9	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A6	836319.9	817122.5	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A7	836244.6	817097.9	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A8	836171.9	817074.1	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A9	836091.1	817064.8	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A10	836013.3	817058.2	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A11	835932.9	817059.8	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A12	835854.2	817065.5	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A13	835778.0	817073.3	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A14	835707.4	817093.1	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_A15	835639.2	817121.4	1.3	6.73E-05	4.28E-03	1.52E-04	1.39E-04	573	8	0.3	0	
PV1_D1	835639.2	817121.4	1.3	4.98E-05	3.17E-03	1.13E-04	1.03E-04	573	8	0.3	0	
PV1_D2	835578.1	817081.8	1.3	4.98E-05	3.17E-03	1.13E-04	1.03E-04	573	8	0.3	0	
PV1_D3	835499.3	817076.3	1.3	4.98E-05	3.17E-03	1.13E-04	1.03E-04	573	8	0.3	0	
PV1_H	835639.2	817121.4	1.3	1.89E-04	1.24E-02	4.36E-04	4.00E-04	573	8	0.3	0	

Notes:

1. According to Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025), infomration of the "Examination Guidebook on Pleasure Vessel Operator Grade 2 Certificate of Competency" (May 2021) issued by Hong Kong Marine Department is referred. The exhaust gas temperature ranges from approximately 300 ^{o}C to 500 ^{o}C (i.e. 573 K to 773 K). Therefore, an exit temperature of 573 K is adopted as a conservative approach.
2. Exit velocity and internal diameter are referred to the information of Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025).
3. Emission height is based on site observation.
4. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Pleasure Vessels at Kowloon Public Pier 2

ID	X	Y	Z [4]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [2]	Internal diameter [2]	Emission Height [3]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
PV2_A1	836637.9	817280.2	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	Please refer to the Daily Profile for Frequency of Pleasure Vessels at Kowloon Public Pier 2
PV2_A2	836582.8	817252.1	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A3	836528.1	817224.3	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A4	836464.9	817192.0	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A5	836400.0	817164.8	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A6	836335.9	817140.1	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A7	836267.2	817114.9	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A8	836199.9	817092.8	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A9	836132.9	817070.9	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A10	836048.1	817062.2	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A11	835964.5	817056.8	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A12	835893.9	817056.7	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A13	835815.1	817062.4	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A14	835738.9	817070.1	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A15	835668.3	817089.9	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_A16	835600.2	817118.2	1.3	6.55E-05	4.17E-03	1.48E-04	1.36E-04	573	8	0.3	0	
PV2_D1	835600.2	817118.2	1.3	3.68E-05	2.34E-03	8.32E-05	7.62E-05	573	8	0.3	0	
PV2_D2	835553.8	817084.4	1.3	3.68E-05	2.34E-03	8.32E-05	7.62E-05	573	8	0.3	0	
PV2_D3	835499.6	817075.9	1.3	3.68E-05	2.34E-03	8.32E-05	7.62E-05	573	8	0.3	0	
PV2_H	835600.2	817118.2	1.3	1.89E-04	1.24E-02	4.36E-04	4.00E-04	573	8	0.3	0	

Notes:

1. According to Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025), infomration of the "Examination Guidebook on Pleasure Vessel Operator Grade 2 Certificate of Competency" (May 2021) issued by Hong Kong Marine Department is referred. The exhaust gas temperature ranges from approximately 300 ^{o}C to 500 ^{o}C (i.e. 573 K to 773 K). Therefore, an exit temperature of 573 K is adopted as a conservative approach.
2. Exit velocity and internal diameter are referred to the information of Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025).
3. Emission height is based on site observation.
4. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Pleasure Vessels at Kowloon Public Pier 3

ID	X	Y	Z [4]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [2]	Internal diameter [2]	Emission Height [3]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
PV3_A1	836637.9	817280.2	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	Please refer to the Daily Profile for Frequency of Pleasure Vessels at Kowloon Public Pier 3
PV3_A2	836574.1	817251.7	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A3	836509.6	817222.9	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A4	836446.4	817194.7	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A5	836380.0	817167.1	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A6	836315.4	817142.2	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A7	836255.0	817119.0	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A8	836188.2	817097.1	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A9	836121.4	817075.2	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A10	836053.4	817059.3	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A11	835983.4	817055.4	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A12	835923.0	817054.2	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A13	835853.0	817054.0	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A14	835782.2	817059.7	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A15	835706.0	817067.5	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A16	835635.4	817087.2	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_A17	835567.3	817115.5	1.3	6.35E-05	4.04E-03	1.44E-04	1.32E-04	573	8	0.3	0	
PV3_D1	835567.3	817115.5	1.3	3.83E-05	2.43E-03	8.66E-05	7.92E-05	573	8	0.3	0	
PV3_D2	835499.7	817075.0	1.3	3.83E-05	2.43E-03	8.66E-05	7.92E-05	573	8	0.3	0	
PV3_H	835567.3	817115.5	1.3	1.89E-04	1.24E-02	4.36E-04	4.00E-04	573	8	0.3	0	

Notes:

1. According to Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025), infomration of the "Examination Guidebook on Pleasure Vessel Operator Grade 2 Certificate of Competency" (May 2021) issued by Hong Kong Marine Department is referred. The exhaust gas temperature ranges from approximately 300 ^{o}C to 500 ^{o}C (i.e. 573 K to 773 K). Therefore, an exit temperature of 573 K is adopted as a conservative approach.
2. Exit velocity and internal diameter are referred to the information of Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025).
3. Emission height is based on site observation.
4. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Pleasure Vessels at Kowloon Public Pier 4

ID	X	Y	Z [4]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [2]	Internal diameter [2]	Emission Height [3]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
PV4_A1	836637.9	817278.5	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	Please refer to the Daily Profile for Frequency of Pleasure Vessels at Kowloon Public Pier 4
PV4_A2	836573.8	817253.3	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A3	836509.3	817227.9	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A4	836441.0	817202.8	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A5	836380.6	817177.3	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A6	836314.8	817151.4	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A7	836250.2	817127.1	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A8	836184.2	817103.9	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A9	836124.7	817084.4	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A10	836064.2	817066.9	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A11	835991.5	817055.0	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A12	835930.4	817051.6	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A13	835868.0	817051.5	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A14	835805.6	817051.4	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A15	835734.8	817058.1	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A16	835663.5	817067.5	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A17	835598.0	817086.5	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_A18	835534.4	817112.9	1.3	6.17E-05	3.93E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV4_D1	835534.4	817112.9	1.3	2.40E-05	1.53E-03	5.44E-05	4.98E-05	573	8	0.3	0	
PV4_D2	835497.4	817082.4	1.3	2.40E-05	1.53E-03	5.44E-05	4.98E-05	573	8	0.3	0	
PV4_H	835534.4	817112.9	1.3	1.89E-04	1.24E-02	4.36E-04	4.00E-04	573	8	0.3	0	

Notes:

1. According to Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025), infomration of the "Examination Guidebook on Pleasure Vessel Operator Grade 2 Certificate of Competency" (May 2021) issued by Hong Kong Marine Department is referred. The exhaust gas temperature ranges from approximately 300 ^{o}C to 500 ^{o}C (i.e. 573 K to 773 K). Therefore, an exit temperature of 573 K is adopted as a conservative approach.
2. Exit velocity and internal diameter are referred to the information of Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025).
3. Emission height is based on site observation.
4. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Pleasure Vessels at Kowloon Public Pier 5

ID	X	Y	Z [4]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [2]	Internal diameter [2]	Emission Height [3]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
PV5_A1	836635.1	817313.4	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	Please refer to the Daily Profile for Frequency of Pleasure Vessels at Kowloon Public Pier 5
PV5_A2	836569.3	817287.0	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A3	836505.0	817261.2	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A4	836439.7	817235.0	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A5	836374.8	817209.0	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A6	836312.3	817184.5	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A7	836240.6	817156.9	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A8	836167.8	817130.3	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A9	836103.6	817109.3	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A10	836033.7	817088.6	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A11	835965.7	817077.0	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A12	835899.9	817073.3	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A13	835837.5	817073.2	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A14	835775.1	817073.1	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A15	835712.9	817072.2	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A16	835647.0	817071.3	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A17	835577.1	817070.3	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A18	835505.9	817082.7	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_A19	835503.9	817134.6	1.3	6.19E-05	3.94E-03	1.40E-04	1.28E-04	573	8	0.3	0	
PV5_D1	835503.9	817134.6	1.3	1.16E-05	7.36E-04	2.62E-05	2.40E-05	573	8	0.3	0	
PV5_D2	835487.4	817121.0	1.3	1.16E-05	7.36E-04	2.62E-05	2.40E-05	573	8	0.3	0	
PV5_H	835503.9	817134.6	1.3	1.89E-04	1.24E-02	4.36E-04	4.00E-04	573	8	0.3	0	

Notes:

1. According to Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025), infomration of the "Examination Guidebook on Pleasure Vessel Operator Grade 2 Certificate of Competency" (May 2021) issued by Hong Kong Marine Department is referred. The exhaust gas temperature ranges from approximately 300 ^{o}C to 500 ^{o}C (i.e. 573 K to 773 K). Therefore, an exit temperature of 573 K is adopted as a conservative approach.
2. Exit velocity and internal diameter are referred to the information of Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025).
3. Emission height is based on site observation.
4. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission - Point Sources - Pleasure Vessels at Kowloon Public Pier 6

ID	X	Y	Z [4]	SO_2	NOx	RSP	FSP	Exit Temperature [1]	Exit Velocity [2]	Internal diameter [2]	Emission Height [3]	Operation Hours
				g/s	g/s	g/s	g/s	K	m/s	m	mAG	
PV6_A1	836633.8	817323.3	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	Please refer to the Daily Profile for Frequency of Pleasure Vessels at Kowloon Public Pier 6
PV6_A2	836572.8	817289.0	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A3	836511.5	817254.4	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A4	836454.2	817222.1	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A5	836389.6	817192.5	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A6	836326.4	817167.5	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A7	836264.0	817142.9	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A8	836193.8	817117.8	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A9	836122.4	817096.1	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A10	836050.1	817079.4	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A11	835975.2	817070.5	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A12	835899.9	817066.8	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A13	835831.8	817064.6	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A14	835769.5	817062.7	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A15	835701.6	817060.5	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A16	835631.4	817058.3	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A17	835561.3	817056.1	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A18	835502.5	817091.3	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_A19	835497.1	817159.4	1.3	6.40E-05	4.07E-03	1.45E-04	1.32E-04	573	8	0.3	0	
PV6_D1	835497.1	817159.4	1.3	1.16E-05	7.36E-04	2.62E-05	2.40E-05	573	8	0.3	0	
PV6_D2	835483.2	817142.7	1.3	1.16E-05	7.36E-04	2.62E-05	2.40E-05	573	8	0.3	0	
PV6_H	835497.1	817159.4	1.3	1.89E-04	1.24E-02	4.36E-04	4.00E-04	573	8	0.3	0	

Notes:

1. According to Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025), infomration of the "Examination Guidebook on Pleasure Vessel Operator Grade 2 Certificate of Competency" (May 2021) issued by Hong Kong Marine Department is referred. The exhaust gas temperature ranges from approximately 300 ^{o}C to 500 ^{o}C (i.e. 573 K to 773 K). Therefore, an exit temperature of 573 K is adopted as a conservative approach.
2. Exit velocity and internal diameter are referred to the information of Emission Inventory (Vessels at ATS) in Appendix 3.6 of the approved EIA report for Aberdeen Typhoon Shelter Expansion Project (AEIAR-267/2025).
3. Emission height is based on site observation.
4. According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Frequency of Cruise of Wing On Travel

Kowloon Public Pier No. 3 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	0	0	0
0800	0900	0	0	0
0900	1000	0	0	0
1000	1100	0	0	0
1100	1200	0	0	0
1200	1300	0	0	0
1300	1400	0	0	0
1400	1500	0	0	0
1500	1600	0	0	0
1600	1700	1	1	1
1700	1800	1	1	1
1800	1900	0	0	0
1900	2000	1	1	1
2000	2100	1	1	1
2100	2200	1	1	1
2200	2300	0	0	0
2300	2400	0	0	0

Notes:

[1] Daily Schedule of the ferry service is based on operator's website (as of Dec 2024) (https://www.watertours.com.hk/regulartours/).

Frequency of Cruise of Hong Kong Water Taxi

Tsim Sha Tsui Public Pier No. 2 (Daily Profile)					
Time		No. of Service (Arrival + Departure)	No. of Activity Adopted in this Assessment		
From	To		Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0	0
0100	0200	0	0	0	0
0200	0300	0	0	0	0
0300	0400	0	0	0	0
0400	0500	0	0	0	0
0500	0600	0	0	0	0
0600	0700	0	0	0	0
0700	0800	0	0	0	0
0800	0900	0	0	0	0
0900	1000	0	0	0	0
1000	1100	2	1	1	1
1100	1200	2	1	1	1
1200	1300	2	1	1	1
1300	1400	2	1	1	1
1400	1500	2	1	1	1
1500	1600	2	1	1	1
1600	1700	2	1	1	1
1700	1800	2	1	1	1
1800	1900	2	1	1	1
1900	2000	2	1	1	1
2000	2100	0	0	0	0
2100	2200	0	0	0	0
2200	2300	0	0	0	0
2300	2400	0	0	0	0

Notes:

[1] Daily Schedule of the ferry service is based on operator's website (as of Dec 2024) (https://www.hongkongwatertaxi.com.hk/assets/uploads/infos/TCX7mRD2-%E6%B0%B4%E7%9A%84+%E6%B0%B4%E7%9A%8418%E6%96%B0%E8%88%AA%E7%8F%AD%E8%A1%A8.jpg).

Frequency of Cruise of Hong Kong Water Taxi 18

Tsim Sha Tsui Public Pier No. 2 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	0	0	0
0800	0900	0	0	0
0900	1000	0	0	0
1000	1100	0	0	0
1100	1200	0	0	0
1200	1300	0	0	0
1300	1400	0	0	0
1400	1500	0	0	0
1500	1600	2	2	1
1600	1700	1	1	1
1700	1800	1	1	1
1800	1900	1	1	1
1900	2000	0	1	1
2000	2100	1	1	1
2100	2200	1	1	1
2200	2300	0	0	0
2300	2400	0	0	0

Notes:

[1] Daily Schedule of the ferry service is based on operator's website (as of Dec 2024) (https://www.hongkongwatertaxi.com.hk/assets/uploads/infos/TCX7mRD2-%E6%B0%B4%E7%9A%84+%E6%B0%B4%E7%9A%8418%E6%96%B0%E8%88%AA%E7%8F%AD%E8%A1%A8.jpg).

Frequency of Cruise of Dukling

Tsim Sha Tsui Public Pier No. 2 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	0	0	0
0800	0900	0	0	0
0900	1000	0	0	0
1000	1100	0	0	0
1100	1200	0	0	0
1200	1300	0	0	0
1300	1400	0	0	0
1400	1500	0	0	0
1500	1600	0	0	0
1600	1700	1	1	1
1700	1800	1	1	1
1800	1900	1	1	1
1900	2000	1	1	1
2000	2100	1	1	1
2100	2200	0	0	0
2200	2300	0	0	0
2300	2400	0	0	0

Notes:

[1] Daily Schedule of the ferry service is based on operator's website (as of Dec 2024) (https://www.dukling.com.hk/en/order/).

Frequency of Dim Sum Cruise of Aqua Luna

Tsim Sha Tsui Public Pier No. 1 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	0	0	0
0800	0900	0	0	0
0900	1000	0	0	0
1000	1100	0	0	0
1100	1200	0	0	0
1200	1300	0	0	0
1300	1400	1	1	1
1400	1500	1	1	1
1500	1600	0	0	0
1600	1700	0	0	0
1700	1800	0	0	0
1800	1900	0	0	0
1900	2000	0	0	0
2000	2100	0	0	0
2100	2200	0	0	0
2200	2300	0	0	0
2300	2400	0	0	0

Notes:

[1] Daily Schedule of the ferry service is based on operator's website (as of Dec 2024) (https://aqualuna.com.hk/experiences/dim-sum-cruise/).

Frequency of Afternoon Tea Cruise of Aqua Luna

Tsim Sha Tsui Public Pier No. 1 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	0	0	0
0800	0900	0	0	0
0900	1000	0	0	0
1000	1100	0	0	0
1100	1200	0	0	0
1200	1300	0	0	0
1300	1400	0	0	0
1400	1500	0	0	0
1500	1600	1	1	1
1600	1700	1	1	1
1700	1800	0	0	0
1800	1900	0	0	0
1900	2000	0	0	0
2000	2100	0	0	0
2100	2200	0	0	0
2200	2300	0	0	0
2300	2400	0	0	0

Notes:

[1] Daily Schedule of the ferry service is based on operator's website (as of Dec 2024) (https://aqualuna.com.hk/experiences/afternoon-tea-cruise/).

Frequency of Cruise 1 of Aqua Luna

Tsim Sha Tsui Public Pier No. 1 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	0	0	0
0800	0900	0	0	0
0900	1000	0	0	0
1000	1100	0	0	0
1100	1200	0	0	0
1200	1300	0	0	0
1300	1400	0	0	0
1400	1500	0	0	0
1500	1600	0	0	0
1600	1700	1	1	1
1700	1800	1	1	1
1800	1900	1	1	1
1900	2000	1	1	1
2000	2100	1	1	1
2100	2200	1	1	1
2200	2300	1	1	1
2300	2400	0	0	0

Notes:

[1] Daily Schedule of the ferry service is based on operator's website (as of Dec 2024) (https://aqualuna.com.hk/experiences/evening-harbour-cruise/ https://aqualuna.com.hk/experiences/symphony-of-lights-cruise-%e5%b9%bb%e5%bd%a9%e8%a9%a0%e9%a6%99%e6%b1%9f%e9%81%8a%e8%88%b9/ https://aqualuna.com.hk/experiences/late-cruise-%e5%a4%9c%e9%81%8a%e7%b6%ad%e5%a4%9a%e5%88%a9%e4%ba%9e%e6%b8%af/).

Frequency of Cruise 2 of Aqua Luna

Tsim Sha Tsui Public Pier No. 1 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	0	0	0
0800	0900	0	0	0
0900	1000	0	0	0
1000	1100	0	0	0
1100	1200	0	0	0
1200	1300	0	0	0
1300	1400	0	0	0
1400	1500	0	0	0
1500	1600	0	0	0
1600	1700	1	1	1
1700	1800	1	1	1
1800	1900	1	1	1
1900	2000	1	1	1
2000	2100	1	1	1
2100	2200	1	1	1
2200	2300	0	0	0
2300	2400	0	0	0

Notes:

[1] Daily Schedule of the ferry service is based on operator's website (as of Dec 2024) (https://aqualuna.com.hk/experiences/evening-harbour-cruise/ https://aqualuna.com.hk/experiences/symphony-of-lights-cruise-%e5%b9%bb%e5%bd%a9%e8%a9%a0%e9%a6%99%e6%b1%9f%e9%81%8a%e8%88%b9/ https://aqualuna.com.hk/experiences/late-cruise-%e5%a4%9c%e9%81%8a%e7%b6%ad%e5%a4%9a%e5%88%a9%e4%ba%9e%e6%b8%af/).

Frequency of Ferry Services between Central and Hung Hom by Fortune Ferry

Departure		Central Pier No.8		Hung Hom (South) Ferry Pier	
Time		No. of Activity Adopted in this Assessment (Daily Profile)			
From	To	Mon-Sat	Sun	Mon-Sat	Sun
0000	0100	0	0	0	0
0100	0200	0	0	0	0
0200	0300	0	0	0	0
0300	0400	0	0	0	0
0400	0500	0	0	0	0
0500	0600	0	0	0	0
0600	0700	0	0	0	0
0700	0800	1	0	1	0
0800	0900	1	1	2	2
0900	1000	2	2	1	1
1000	1100	1	1	2	2
1100	1200	2	2	1	1
1200	1300	0	0	1	1
1300	1400	1	1	1	1
1400	1500	2	2	1	1
1500	1600	0	1	1	2
1600	1700	2	2	1	1
1700	1800	1	1	2	2
1800	1900	2	1	1	1
1900	2000	1	0	1	0
2000	2100	0	0	0	0
2100	2200	0	0	0	0
2200	2300	0	0	0	0
2300	2400	0	0	0	0

Notes:

[1] Daily Schedule of the ferry service is based on operator's website (as of Aug 2025) (https://www.fortuneferry.com.hk/assets/uploads/infos/jXrA8Hvh-ilovepdf_merged%20(2).pdf).

Frequency of Ferry Services between Sam Ka Tsuen, Tsim Sha Tsui and Central by Coral Sea Ferry

Kowloon Public Pier No. 4 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	1	1	1
0700	0800	0	0	0
0800	0900	1	1	1
0900	1000	0	0	0
1000	1100	0	0	0
1100	1200	0	0	0
1200	1300	0	0	0
1300	1400	0	0	0
1400	1500	1	1	1
1500	1600	1	1	1
1600	1700	0	0	0
1700	1800	1	1	1
1800	1900	0	0	0
1900	2000	0	0	0
2000	2100	0	0	0
2100	2200	1	1	1
2200	2300	0	0	0
2300	2400	0	0	0

Notes:

[1] Daily Schedule of the ferry service is based on operator's website (as of Aug 2025) (https://www.coralseaferryservice.com.hk/montego-bay-schedule).

Frequency of Ferry Services for Employees of Hong Kong Electric

Kowloon Public Pier No. 4 (Daily Profile)					
Time		No. of Service (Arrival + Departure)	No. of Activity Adopted in this Assessment		
From	To		Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0	0
0100	0200	0	0	0	0
0200	0300	0	0	0	0
0300	0400	0	0	0	0
0400	0500	0	0	0	0
0500	0600	0	0	0	0
0600	0700	0	0	0	0
0700	0800	2	1	1	1
0800	0900	0	0	0	0
0900	1000	0	0	0	0
1000	1100	0	0	0	0
1100	1200	0	0	0	0
1200	1300	0	0	0	0
1300	1400	0	0	0	0
1400	1500	0	0	0	0
1500	1600	0	0	0	0
1600	1700	0	0	0	0
1700	1800	0	0	0	0
1800	1900	2	1	1	1
1900	2000	0	0	0	0
2000	2100	0	0	0	0
2100	2200	0	0	0	0
2200	2300	0	0	0	0
2300	2400	0	0	0	0

Notes:

[1] The Schedule of the ferry service is based on the information collected during on-site survey.

Frequency of Shuttle Service for Guests of Lamma Rainbow Seafood Restaurant

Kowloon Public Pier No. 5 (Daily Profile)					
Time		No. of Service (Arrival + Departure)	No. of Activity Adopted in this Assessment		
From	To		Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0	0
0100	0200	0	0	0	0
0200	0300	0	0	0	0
0300	0400	0	0	0	0
0400	0500	0	0	0	0
0500	0600	0	0	0	0
0600	0700	0	0	0	0
0700	0800	0	0	0	0
0800	0900	0	0	0	0
0900	1000	0	0	0	0
1000	1100	0	0	0	0
1100	1200	0	0	0	0
1200	1300	2	1	1	1
1300	1400	0	0	0	0
1400	1500	0	0	0	0
1500	1600	2	1	1	1
1600	1700	2	1	1	1
1700	1800	0	0	0	0
1800	1900	2	1	1	1
1900	2000	0	0	0	0
2000	2100	0	0	0	0
2100	2200	2	1	1	1
2200	2300	0	0	0	0
2300	2400	0	0	0	0

Notes:

[1] Daily Schedule of the ferry service is based on operator's website (as of Aug 2025) (https://www.lammarainbow.com/shuttle_time.php).

Frequency of Government Vessels and Pilot Boats at Kowloon Public Pier 5

Kowloon Public Pier No. 5 (Daily Profile)					
Time		No. of Service (Arrival + Departure)	No. of Activity Adopted in this Assessment		
From	To		Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0	0
0100	0200	0	0	0	0
0200	0300	0	0	0	0
0300	0400	0	0	0	0
0400	0500	0	0	0	0
0500	0600	2	1	1	1
0600	0700	20	10	10	10
0700	0800	0	0	0	0
0800	0900	0	0	0	0
0900	1000	0	0	0	0
1000	1100	2	1	1	1
1100	1200	0	0	0	0
1200	1300	0	0	0	0
1300	1400	0	0	0	0
1400	1500	0	0	0	0
1500	1600	0	0	0	0
1600	1700	0	0	0	0
1700	1800	2	1	1	1
1800	1900	0	0	0	0
1900	2000	0	0	0	0
2000	2100	0	0	0	0
2100	2200	0	0	0	0
2200	2300	0	0	0	0
2300	2400	0	0	0	0

Notes:

[1] The Schedule of the ferry service is based on the information collected during on-site survey.

Frequency of Pilot Boats at Kowloon Public Pier 6

Kowloon Public Pier No. 6 (Daily Profile)					
Time		No. of Service (Arrival + Departure)	No. of Activity Adopted in this Assessment		
From	To		Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0	0
0100	0200	0	0	0	0
0200	0300	0	0	0	0
0300	0400	0	0	0	0
0400	0500	0	0	0	0
0500	0600	0	0	0	0
0600	0700	0	0	0	0
0700	0800	6	3	3	3
0800	0900	0	0	0	0
0900	1000	0	0	0	0
1000	1100	0	0	0	0
1100	1200	0	0	0	0
1200	1300	2	1	1	1
1300	1400	2	1	1	1
1400	1500	0	0	0	0
1500	1600	0	0	0	0
1600	1700	0	0	0	0
1700	1800	2	1	1	1
1800	1900	0	0	0	0
1900	2000	0	0	0	0
2000	2100	0	0	0	0
2100	2200	0	0	0	0
2200	2300	0	0	0	0
2300	2400	0	0	0	0

Notes:

[1] The Schedule of the ferry service is based on the information collected during on-site survey.

Frequency of Pleasure Vessels at Kowloon Public Pier 1

Kowloon Public Pier No. 1 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	0	0	0
0800	0900	0	0	0
0900	1000	0	0	0
1000	1100	0	0	0
1100	1200	0	0	0
1200	1300	0	0	0
1300	1400	2	2	1
1400	1500	2	3	3
1500	1600	3	3	3
1600	1700	3	3	3
1700	1800	3	3	3
1800	1900	3	3	3
1900	2000	1	1	1
2000	2100	2	2	2
2100	2200	3	3	3
2200	2300	4	4	4
2300	2400	0	0	0

Notes:

[1] The Schedule of the ferry service is based on the information collected during on-site survey.

Frequency of Pleasure Vessels at Kowloon Public Pier 2

Kowloon Public Pier No. 2 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	1	1	1
0800	0900	0	0	0
0900	1000	0	0	0
1000	1100	3	3	3
1100	1200	2	2	2
1200	1300	2	2	2
1300	1400	2	2	2
1400	1500	2	2	2
1500	1600	2	2	2
1600	1700	3	3	2
1700	1800	2	3	3
1800	1900	6	6	6
1900	2000	3	3	3
2000	2100	5	5	5
2100	2200	6	6	6
2200	2300	3	3	3
2300	2400	0	0	0

Notes:

[1] The Schedule of the ferry service is based on the information collected during on-site survey.

Frequency of Pleasure Vessels at Kowloon Public Pier 3

Kowloon Public Pier No. 3 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	1	1	1
0800	0900	0	0	0
0900	1000	1	1	1
1000	1100	1	1	1
1100	1200	2	2	2
1200	1300	1	1	1
1300	1400	1	1	1
1400	1500	2	2	1
1500	1600	1	2	1
1600	1700	2	3	2
1700	1800	2	3	3
1800	1900	3	3	3
1900	2000	2	2	2
2000	2100	1	1	1
2100	2200	2	2	2
2200	2300	3	3	3
2300	2400	0	0	0

Notes:

[1] The Schedule of the ferry service is based on the information collected during on-site survey.

Frequency of Pleasure Vessels at Kowloon Public Pier 4

Kowloon Public Pier No. 4 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	0	0	0
0800	0900	0	0	0
0900	1000	0	0	0
1000	1100	6	6	6
1100	1200	1	1	1
1200	1300	2	2	1
1300	1400	1	2	1
1400	1500	2	3	2
1500	1600	1	2	2
1600	1700	3	3	3
1700	1800	2	2	2
1800	1900	8	8	8
1900	2000	6	6	6
2000	2100	4	4	4
2100	2200	3	3	2
2200	2300	6	7	7
2300	2400	0	0	0

Notes:

[1] The Schedule of the ferry service is based on the information collected during on-site survey.

Frequency of Pleasure Vessels at Kowloon Public Pier 5

Kowloon Public Pier No. 5 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	5	5	5
0800	0900	1	1	1
0900	1000	2	2	2
1000	1100	1	1	1
1100	1200	1	1	1
1200	1300	0	0	0
1300	1400	2	2	2
1400	1500	2	2	2
1500	1600	3	3	3
1600	1700	4	4	4
1700	1800	8	8	8
1800	1900	4	4	4
1900	2000	4	4	4
2000	2100	3	3	3
2100	2200	3	3	3
2200	2300	3	3	3
2300	2400	0	0	0

Notes:

[1] The Schedule of the ferry service is based on the information collected during on-site survey.

Frequency of Pleasure Vessels at Kowloon Public Pier 6

Kowloon Public Pier No. 6 (Daily Profile)				
Time		No. of Activity Adopted in this Assessment		
From	To	Cruising (Arrival)	Hotelling	Cruising (Departure)
0000	0100	0	0	0
0100	0200	0	0	0
0200	0300	0	0	0
0300	0400	0	0	0
0400	0500	0	0	0
0500	0600	0	0	0
0600	0700	0	0	0
0700	0800	0	0	0
0800	0900	0	0	0
0900	1000	0	0	0
1000	1100	0	0	0
1100	1200	0	0	0
1200	1300	2	2	2
1300	1400	0	0	0
1400	1500	1	1	1
1500	1600	0	0	0
1600	1700	0	0	0
1700	1800	4	4	4
1800	1900	3	3	3
1900	2000	4	4	4
2000	2100	4	4	4
2100	2200	3	3	3
2200	2300	1	1	1
2300	2400	0	0	0

Notes:

[1] The Schedule of the ferry service is based on the information collected during on-site survey.

Marine Emission from Cruises at Ocean Terminal

Emission Factors for Cruises (for Hotelling)

Cruises	Engine Type	Engine Power kW	Loading Factor [5]	Emission Factor (g/kWh) [6]			
			Hotelling	RSP	FSP	NOx	SO_2
Carnival Luminosa [1]	Main Engine [2]	64000	0	0.31	0.29	13.20	1.98
	Auxiliary Engine [3]	17792	0.416	0.32	0.29	13.90	2.12
	Boiler [4]	1000	1	0.19	0.14	2.00	2.83
Carnival Luminosa [1]	Main Engine [2]	64000	0	0.31	0.29	13.20	1.98
	Auxiliary Engine [3]	17792	0.416	0.32	0.29	13.90	2.12
	Boiler [4]	1000	1	0.19	0.14	2.00	2.83

Notes:

[1] For worst case scenario, the largest gross tonnage vessel (i.e. Carnival Luminosa) berthing at each berth at the same time have been considered.

[2] Engine Power for the Main Engine of Carnival Luminosa is referenced from website https://www.fincantieri.com/en/products-and-services/cruise-ships/costa-luminosa/.

[3] Engine Power for the Auxiliary Engine - According to Table 3-20 of the Study on Marine Vessels Emissions Inventory, February 2012, the ratio of the engine power for the Auxiliary Engine is equal to 0.278 of the engine power of the Main Engine.

[4] Engine Power for the Boiler - According to Table 3-23 of the Study of Marine Vessels Emissions Inventory, February 2012, the engine power for the boiler of the Cruise with the passenger carrying capacity >= 2600 is adopted as the maximum passenger carrying capacity of Carnival Luminosa is 2826.

[5] Loading Factor for the Main Engine is 0 as Main Engine will be switched off - Section 3.2.11 of the Study on Marine Vessels Emissions Inventory, February 2012 is referred.

Loading Factor for the Auxiliary Engine - Table 3-21 of the Study on Marine Vessels Emissions Inventory, February 2012 is referred.

Loading Factor for the Boiler - 100% of loading is assumed as a conservative approach.

[6] According to the Air Pollution Control (Fuel for Vessels) Regulation, starting from 1 January 2019, all vessels except for specified vessel types as set out in the Regulation, are required to use low sulphur marine fuel (i.e. with sulphur content no exceeding 0.5% by weight).

- Emission Factor for the Main Engine - According to Table 3-27 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the engine type of Medium Speed Diesel engine and use of marine gas oil with 0.5% sulphur content).
- Emission Factor for the Auxiliary Engine - According to Table 3-28 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the use of of marine gas oil with 0.5% sulphur content).
- Emission Factor for the Boiler - According to Table 3-29 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the use of marine gas oil with 0.5% sulphur content).

Emission Rate (Hotelling)

Emission Rate = Engine Power x Loading Factor x Emission Factor

Cruises	Air Pollutants	Emission Rate (kg/hr)			Total Emission Rate for 60 mins within an hour (g/s)
		Auxiliary Engine	Boiler	Total	
Carnival Luminosa	RSP	2.37	0.19	2.56	0.71
	FSP	2.15	0.14	2.29	0.64
	NOx	102.88	2.00	104.88	29.13
	SO_2	15.69	2.83	18.52	5.14
Carnival Luminosa	RSP	2.37	0.19	2.56	0.71
	FSP	2.15	0.14	2.29	0.64
	NOx	102.88	2.00	104.88	29.13
	SO_2	15.69	2.83	18.52	5.14

Marine Emission from Cruises at Ocean Terminal

Cruise Vessel Emission - Point Source

ID	Source Description	X	Y	Base Elevation	Emission Rate (g/s)				Exit Temperature	Exit Velocity	Internal diameter	Emission Height	Operation Hours
					NOx	RSP	FSP	SO_2					
				Z [5]	g/s	g/s	g/s	g/s	K	m/s	m	mAG	
OT1	Hotelling of Carnival Luminosa (over 90,000-ton Cruise) [1]	835175.4	817276.3	1.3	29.13	0.71	0.64	5.14	537 [3]	24.6 [3]	1.9 [3]	62 [2]	24 hours (0000-2400) [4]
OT2	Hotelling of Carnival Luminosa (over 90,000-ton Cruise) [1]	835170.5	817393.3	1.3	29.13	0.71	0.64	5.14	537 [3]	24.6 [3]	1.9 [3]	62 [2]	24 hours (0000-2400) [4]

Notes:

[1] According to the schedules for the Ship Calls in Year 2025 and Year 2026, the cruise with largest gross tonnage would be Carnival Luminosa. For worst case scenario, the largest gross tonnage vessel (i.e. Carnival Luminosa) berthing at each berth at the same time have been considered.

[2] The emission height of the chimney of Carnival Luminosa is estimated based on the observation and desktop review. The estimated height is about 60m (above water surface) which is close to the height of the Post-Panamax (62m above water surface) as stated in the Approved EIA Report for Kai Tak Development. Therefore, the height of 62m above water surface has been adopted for the assessment.

[3] Due to the lack of information, the values of Exhaust Temperature, Exit Velocity and Equivalent Stack Diameter are referred to Section 6.5.29 of the Approved EIA report for Kai Tak Development.

[4] As a worst-case scenario, it is assumed that Carnival Luminosa will be hotelling at Ocean Terminal at each berth at the same time for every hour of a day (i.e. 0000-2400).

[5] According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Marine Emission from Cruises at Kai Tak Cruise Terminal

Emission Factors for Cruises

Cruises	Engine Type	Engine Power kW	Loading Factor [5]	Emission Factor (g/kWh) [6]			
			Hotelling	RSP	FSP	NOx	SO_2
Costa Serena	Main Engine [2]	75600	0	0.31	0.29	13.20	1.98
	Auxiliary Engine [3]	21017	0.416	0.32	0.29	13.90	2.12
	Boiler [4]	1000	1	0.19	0.14	2.00	2.83
Costa Serena	Main Engine [2]	75600	0	0.31	0.29	13.20	1.98
	Auxiliary Engine [3]	21017	0.416	0.32	0.29	13.90	2.12
	Boiler [4]	1000	1	0.19	0.14	2.00	2.83

Notes:

[1] For worst case scenario, the largest gross tonnage vessel (i.e. Costa Serena) berthing at each berth at the same time have been considered.

[2] Engine Power for the Main Engine of Costa Serena is referenced from websites https://www.fincantieri.com/en/products-and-services/cruise-ships/costa-serena/ & https://en.wikipedia.org/wiki/Costa_Serena

[3] Engine Power for the Auxiliary Engine - According to Table 3-20 of the Study on Marine Vessels Emissions Inventory, February 2012, the ratio of the engine power for the Auxiliary Engine is equal to 0.278 of the engine power of the Main Engine.

[4] Engine Power for the Boiler - According to Table 3-23 of the Study of Marine Vessels Emissions Inventory, February 2012, the engine power for the boiler of the Cruise with the passenger carrying capacity >= 2600 is adopted as the passenger carrying capacity of Costa Serena is 3700.

[5] Loading Factor for the Main Engine is 0 as Main Engine will be switched off - Section 3.2.11 of the Study on Marine Vessels Emissions Inventory, February 2012 is referred.

Loading Factor for the Auxiliary Engine - Table 3-21 of the Study on Marine Vessels Emissions Inventory, February 2012 is referred.

Loading Factor for the Boiler - 100% of loading is assumed as a conservative approach.

[6] According to the Air Pollution Control (Fuel for Vessels) Regulation, starting from 1 January 2019, all vessels except for specified vessel types as set out in the Regulation, are required to use low sulphur marine fuel (i.e. with sulphur content no exceeding 0.5% by weight).

- Emission Factor for the Main Engine - According to Table 3-27 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the engine type of Medium Speed Diesel engine and use of marine gas oil with 0.5% sulphur content).
- Emission Factor for the Auxiliary Engine - According to Table 3-28 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the use of of marine gas oil with 0.5% sulphur content).
- Emission Factor for the Boiler - According to Table 3-29 of the Study on Marine Vessels Emissions Inventory, February 2012 (assuming the use of marine gas oil with 0.5% sulphur content).

Emission Rate (Hotelling)

Emission Rate = Engine Power x Loading Factor x Emission Factor

Cruises	Air Pollutants	Emission Rate (kg/hr)				Emission Rate for 60 mins within an hour (g/s)
		Main Engine	Auxiliary Engine	Boiler	Total	
Costa Serena	RSP	0.00	2.80	0.19	2.99	0.83
	FSP	0.00	2.54	0.14	2.68	0.74
	NOx	0.00	121.53	2.00	123.53	34.31
	SO_2	0.00	18.54	2.83	21.37	5.93
Costa Serena	RSP	0.00	2.80	0.19	2.99	0.83
	FSP	0.00	2.54	0.14	2.68	0.74
	NOx	0.00	121.53	2.00	123.53	34.31
	SO_2	0.00	18.54	2.83	21.37	5.93

Marine Emission from Cruises at Kai Tak Cruise Terminal

Cruise Vessels Emission - Point Source

Emission Point	Source Description	Source	Coordinates of Sources			Emission Rate (g/s)				Emission Height (m)	Exhaust Temperature (K) [3]	Exit Velocity (m/s) [3]	Equivalent Stack Diameter (m) [3]	Operation Hours [4]
			x	y	z [5]	NOx	RSP	FSP	SO_2					
KT1	Hotelling of Costa Serena [1]	Point	839743.7	818698.1	1.3	34.31	0.83	0.74	5.93	62 [2]	537	24.6	1.9	24 hours (0000-2400)
KT2	Hotelling of Costa Serena [1]	Point	840021.4	818426.8	1.3	34.31	0.83	0.74	5.93	62 [2]	537	24.6	1.9	24 hours (0000-2400)

Notes:

[1] According to the schedules for the Ship Calls in Year 2025 and Year 2026, the cruise with largest gross tonnage would be Costa Serena. For worst case scenario, the largest gross tonnage vessel (i.e. Costa Serena) berthing at each berth at the same time have been considered.

[2] The emission height of the chimney of Costa Serena is estimated based on the observation and desktop review. The estimated height is about 60m (above water surface) which is close to the height of the Post-Panamax (62m above water surface) as stated in the Approved EIA Report for Kai Tak Development. Therefore, the height of 62m above water surface has been adopted for the assessment.

[3] Due to the lack of information, the values of Exhaust Temperature, Exit Velocity and Equivalent Stack Diameter are referred to Section 6.5.29 of the Approved EIA report for Kai Tak Development and Appendix 3.6 of the Approved EIA report for Kai Tak Multi-purpose Sports Complex.

[4] As a worst-case scenario, it is assumed that Costa Serena will be hotelling at Ocean Terminal at each berth at the same time for every hour of a day (i.e. 0000-2400).

[5] According to Lands Department's Hong Kong Geographic Data 2024 (https://www.landsd.gov.hk/en/resources/mapping-information/hk-geographic-data.html), the mean sea level is about 1.3mPD.

Photos of Typical Vessel for Each Vessel Type (Surveyed 26 July 2025)

Photo Records –Tsim Sha Tsui East Public Pier

All docked vessels at Tsim Sha Tsui East Public Pier are scheduled regular cruises of Hong Kong Water Taxi, Hong Kong Water Taxi 18 and Dukling

Cruises of Hong Kong Water Taxi & Hong Kong Water Taxi 18

Cruises of Dukling

Photo Records –Kowloon Public Pier No.1

Most of the docked vessels at Kowloon Public Pier 1 are Pleasure Vessels, as well as the scheduled regular cruises of Aqualuna
Pleasure Vessels

Aqualuna

Photo Records – Kowloon Public Pier No.2

All docked vessels at Kowloon Public Pier 2 are Pleasure Vessels

Pleasure Vessels

2025/07/26_23:40	2025.07.26 19:14
2025.07.26 22:28	2025.07.26 20:11
2025.07.26 21:09	

Photo Records – Kowloon Public Pier No.3

Most of the docked vessels at Kowloon Public Pier 3 are Pleasure Vessels, as well as the scheduled regular cruises of Wing On Travel

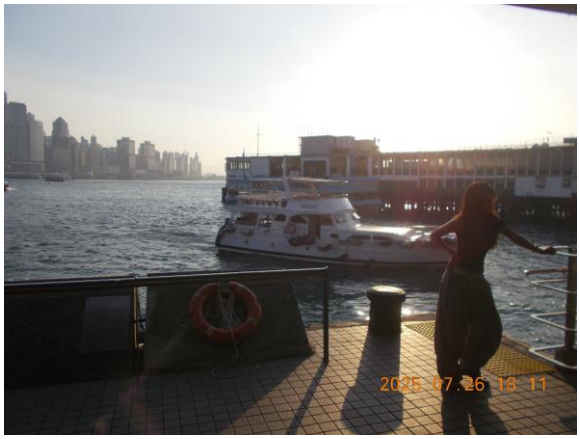
Pleasure Vessels

Cruises of Wing On Travel

Photo Records – Kowloon Public Pier No.4

Most of the docked vessels at Kowloon Public Pier 4 are Pleasure Vessels, as well as the scheduled regular cruises of Ferry Services between Sam Ka Tsuen, Tsim Sha Tsui and Central by Coral Sea Ferry and Ferry Services for Employees of Hong Kong Electric

Pleasure Vessels



2025.07.26 18:38

2025.07.26 17:59

138298
2025.07.26 18:57

2025.07.26 17:45

2025.07.26 22:53

2025.07.26 17:53

2025.07.26 22:07

2025.07.26 18:32

2025.07.26 16:37

2025.07.26 20:11

2025.07.26 21:09

Ferry Services between Sam Ka Tsuen, Tsim Sha Tsui and Central by Coral Sea Ferry

Ferry Services for Employees of Hong Kong Electric

Photo Records – Kowloon Public Pier No.5

Most of the docked vessels at Kowloon Public Pier 5 are Pleasure Vessels, Government Vessels and Pilot boats, as well as the scheduled regular cruises of Shuttle Service for Guests of Lamma Rainbow Seafood Restaurant

Pleasure Vessels

27929
2025.07.26 18:57

2025.07.26 18:47

2025.07.26 20:26

2025.07.26 18:33

2025.07.26 17:18

2025.07.26 16:08

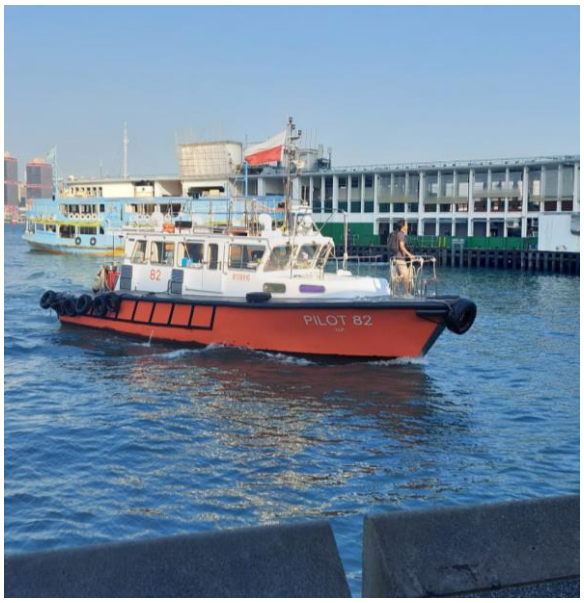
145044

2025.07.26 14:27

2025.07.26 18:04

Shuttle Service for Guests of Lamma Rainbow Seafood Restaurant

Government Vessels and Pilot boats


PILOT 82

81

31
PILOT 31

PILOT 91
2025 07 26 17:16

PILOT 92

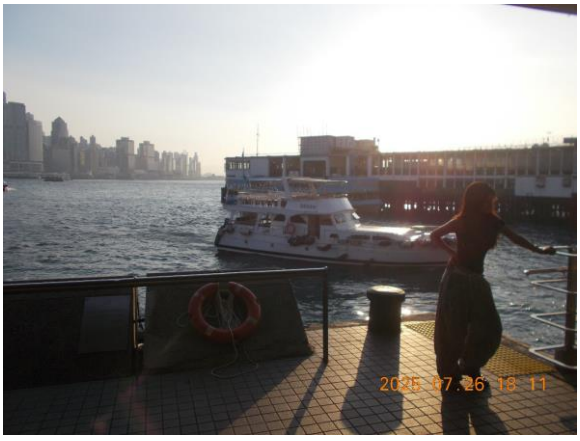
93
PILOT 93

PILOT 8	

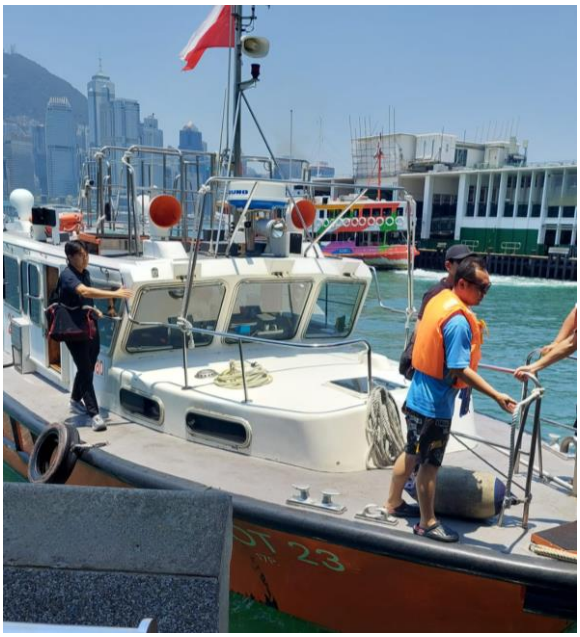
Photo Records – Kowloon Public Pier No.6

All docked vessels at Kowloon Public Pier 6 are Pleasure Vessels and Pilot boats

Pleasure Vessels



Pilot boats



PILOT 95	

Billy Fan

From: Anna Wu
Sent: 06 December 2024 11:59
To: [redacted]
Cc: Susan Chan; Billy Fan
Subject: Request for Information of Engine for Ferry Service provided in Tsim Sha Tsui Public Pie and/or Kowloon Public Pier

Dear Sir/ Madam,

We are the environmental consultant employed by the project proponent for conducting an Environmental Assessment for a project in Tsim Sha Tsui.

According to the desktop review, marine vessels' emission for ferry service provided in Kowloon Public Pier and/or Tsim Sha Tsui East Pier is identified in the vicinity of the Development Site. In order to assess the potential environmental air quality impact to the Proposed Development, it would be grateful if you could provide the following information for the purpose for the study:

Vessels information for ferry service provided in Kowloon Public Pier and/or Tsim Sha Tsui East Pier:

1. Type of vessels,
2. Regular routes of vessels,
3. Schedule of vessels,
4. Average time for hotelling for vessels at the pier,
5. Velocity of vessels,
6. Engine powers (main engine and/or auxiliary engine, boiler),
7. Engine load factors (slow cruising),
8. Engine load factors (hotelling),
9. Gross Registered Tonnage,
10. Maximum passenger carrying capacity,
11. Location of the stack/exhaust pipe,
12. Emission direction of the stack/exhaust pipe,
13. Number of stack/exhaust pipe,
14. Height of stack/exhaust pipe,
15. Exit temperature of stack/exhaust pipe,
16. Exit velocity of stack/exhaust pipe,
17. Diameter/size of the stack/exhaust pipe.

The information obtained will be used solely for this project. Due to the urgency of the project, we would be much appreciated if you could provide the requested information by 16 December 2024.

Should you have any queries, please do not hesitate to contact the undersigned or our Susan Chan at [redacted] We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

Kind regards
Anna Wu

Assistant Environmental Consultant

[redacted]

_____

Ramboll
21st Floor
BEA Harbour View Centre
56 Gloucester Road
Wan Chai
Hong Kong
https://ramboll.com

Ramboll Hong Kong Limited

Billy Fan

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Sent: 06 December 2024 11:59
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Vessels information for ferry service provided in Kowloon Public Pier and/or Tsim Sha Tsui East Pier:

1. Type of vessels,
2. Regular routes of vessels,
3. Schedule of vessels,
4. Average time for hotelling for vessels at the pier,
5. Velocity of vessels,
6. Engine powers (main engine and/or auxiliary engine, boiler),
7. Engine load factors (slow cruising),
8. Engine load factors (hotelling),
9. Gross Registered Tonnage,
10. Maximum passenger carrying capacity,
11. Location of the stack/exhaust pipe,
12. Emission direction of the stack/exhaust pipe,
13. Number of stack/exhaust pipe,
14. Height of stack/exhaust pipe,
15. Exit temperature of stack/exhaust pipe,
16. Exit velocity of stack/exhaust pipe,
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Anna Wu

Assistant Environmental Consultant

[redacted]

_____

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Ramboll Hong Kong Limited

Billy Fan

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Sent: 06 December 2024 12:00
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Cc: Susan Chan; Billy Fan
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Dear Sir/ Madam,

We are the environmental consultant employed by the project proponent for conducting an Environmental Assessment for a project in Tsim Sha Tsui.

According to the desktop review, marine vessels' emission for ferry service provided in Kowloon Public Pier and/or Tsim Sha Tsui East Pier is identified in the vicinity of the Development Site. In order to assess the potential environmental air quality impact to the Proposed Development, it would be grateful if you could provide the following information for the purpose for the study:

Vessels information for ferry service provided in Kowloon Public Pier and/or Tsim Sha Tsui East Pier:

1. Type of vessels,
2. Regular routes of vessels,
3. Schedule of vessels,
4. Average time for hotelling for vessels at the pier,
5. Velocity of vessels,
6. Engine powers (main engine and/or auxiliary engine, boiler),
7. Engine load factors (slow cruising),
8. Engine load factors (hotelling),
9. Gross Registered Tonnage,
10. Maximum passenger carrying capacity,
11. Location of the stack/exhaust pipe,
12. Emission direction of the stack/exhaust pipe,
13. Number of stack/exhaust pipe,
14. Height of stack/exhaust pipe,
15. Exit temperature of stack/exhaust pipe,
16. Exit velocity of stack/exhaust pipe,
17. Diameter/size of the stack/exhaust pipe.

The information obtained will be used solely for this project. Due to the urgency of the project, we would be much appreciated if you could provide the requested information by 16 December 2024.

Should you have any queries, please do not hesitate to contact the undersigned or our Susan Chan at [redacted].We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

Kind regards
Anna Wu

Assistant Environmental Consultant

[redacted]

_____

Ramboll
21st Floor
BEA Harbour View Centre
56 Gloucester Road
Wan Chai
Hong Kong
https://ramboll.com

Ramboll Hong Kong Limited

Billy Fan

From: Anna Wu
Sent: 06 December 2024 12:00
To: [redacted]
Cc: Susan Chan; Billy Fan
Subject: Request for Information of Engine for Ferry Service provided in Tsim Sha Tsui Public Pie and/or Kowloon Public Pier

Dear Sir/ Madam,

We are the environmental consultant employed by the project proponent for conducting an Environmental Assessment for a project in Tsim Sha Tsui.

According to the desktop review, marine vessels' emission for ferry service provided in Kowloon Public Pier and/or Tsim Sha Tsui East Pier is identified in the vicinity of the Development Site. In order to assess the potential environmental air quality impact to the Proposed Development, it would be grateful if you could provide the following information for the purpose for the study:

Vessels information for ferry service provided in Kowloon Public Pier and/or Tsim Sha Tsui East Pier:

1. Type of vessels,
2. Regular routes of vessels,
3. Schedule of vessels,
4. Average time for hotelling for vessels at the pier,
5. Velocity of vessels,
6. Engine powers (main engine and/or auxiliary engine, boiler),
7. Engine load factors (slow cruising),
8. Engine load factors (hotelling),
9. Gross Registered Tonnage,
10. Maximum passenger carrying capacity,
11. Location of the stack/exhaust pipe,
12. Emission direction of the stack/exhaust pipe,
13. Number of stack/exhaust pipe,
14. Height of stack/exhaust pipe,
15. Exit temperature of stack/exhaust pipe,
16. Exit velocity of stack/exhaust pipe,
17. Diameter/size of the stack/exhaust pipe.

The information obtained will be used solely for this project. Due to the urgency of the project, we would be much appreciated if you could provide the requested information by 16 December 2024.

Should you have any queries, please do not hesitate to contact the undersigned or our Susan Chan at [redacted].We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

Kind regards
Anna Wu

Assistant Environmental Consultant

[redacted]

_____

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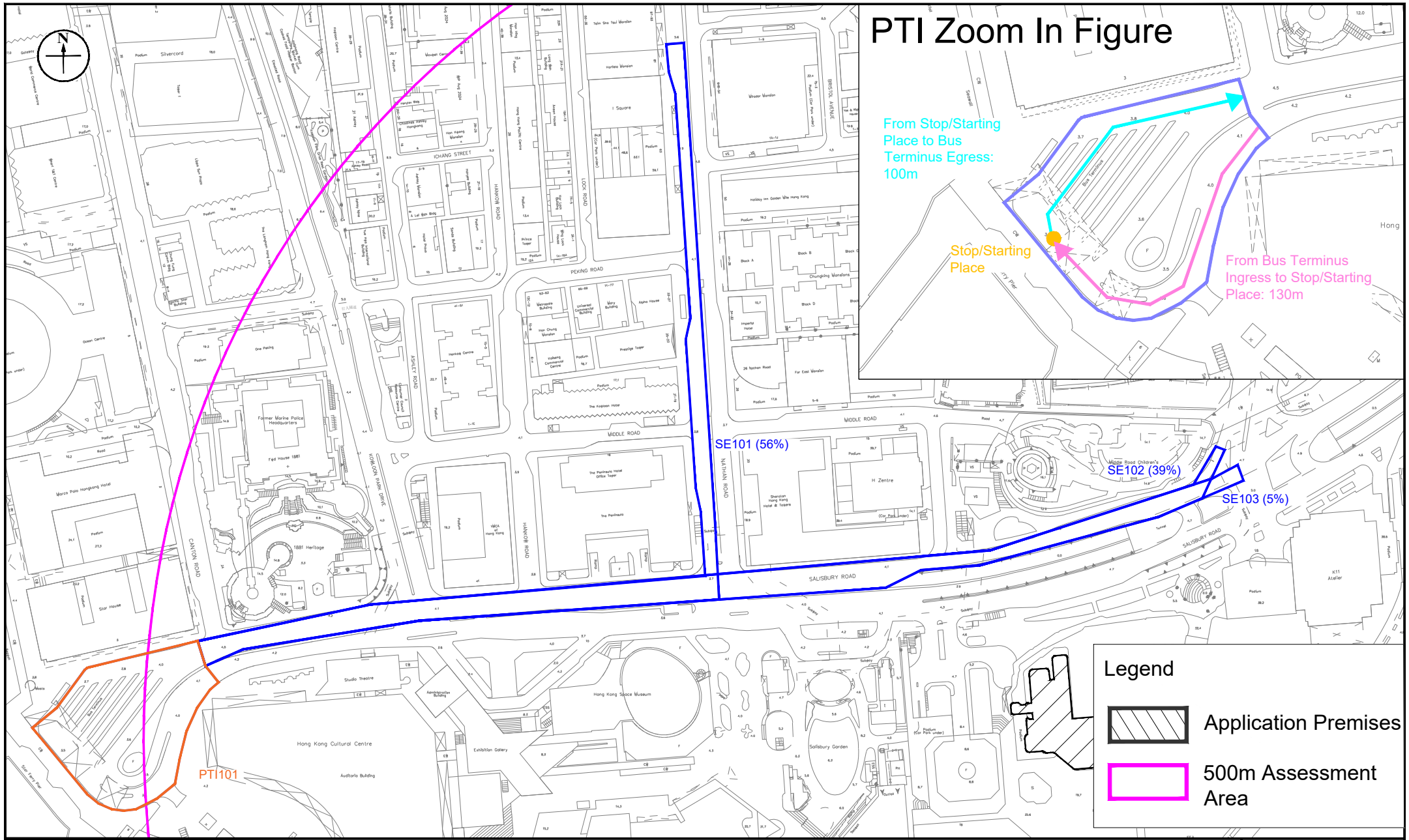
Hong Kong
https://ramboll.com

Ramboll Hong Kong Limited

Appendix 4-3

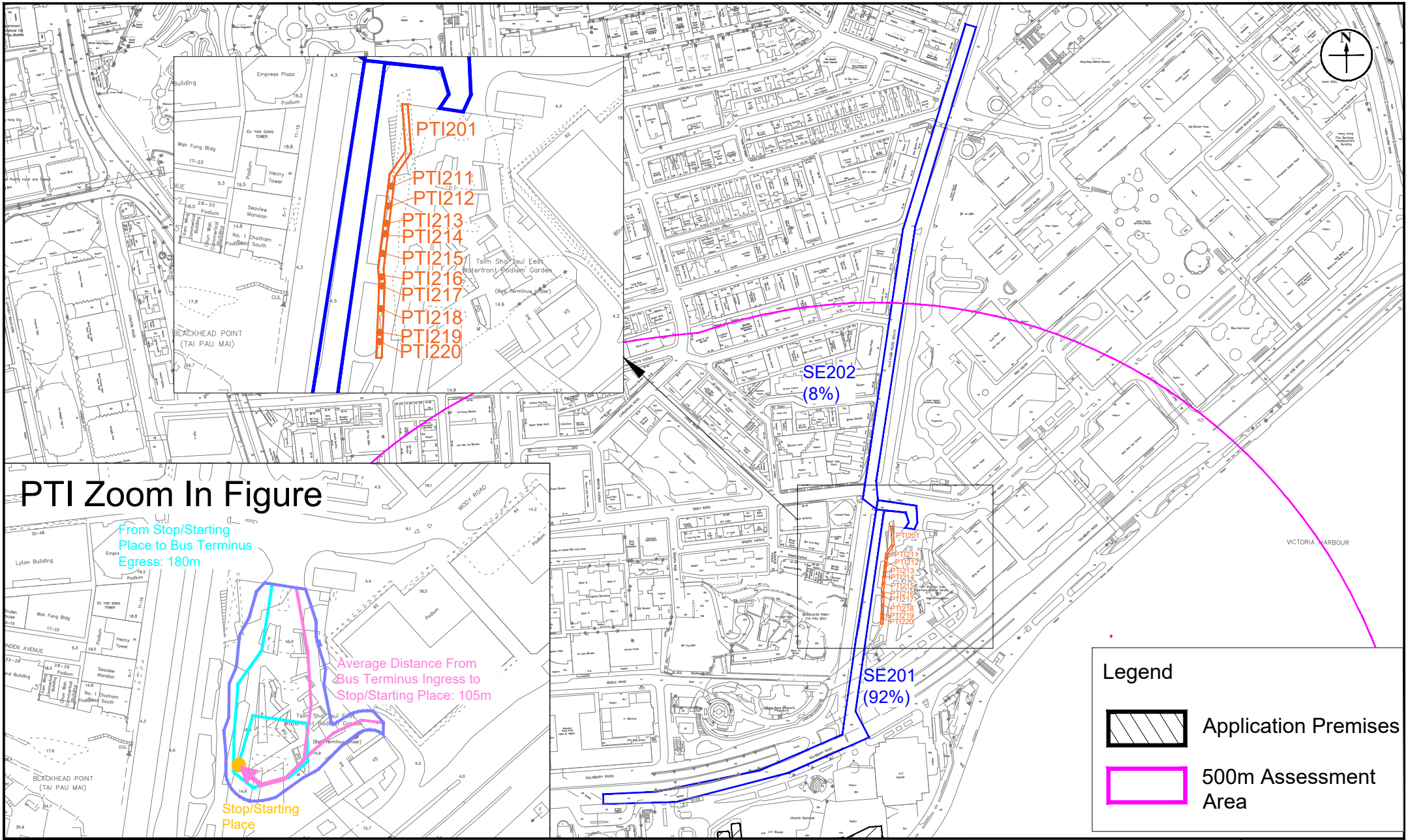
Input Parameters of Bus Terminus/ Public Light Bus Terminus in AERMOD



Appendix:	4.3a
Title:	Public Transport Interchange Emission Sources - Star Ferry Bus Terminus
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

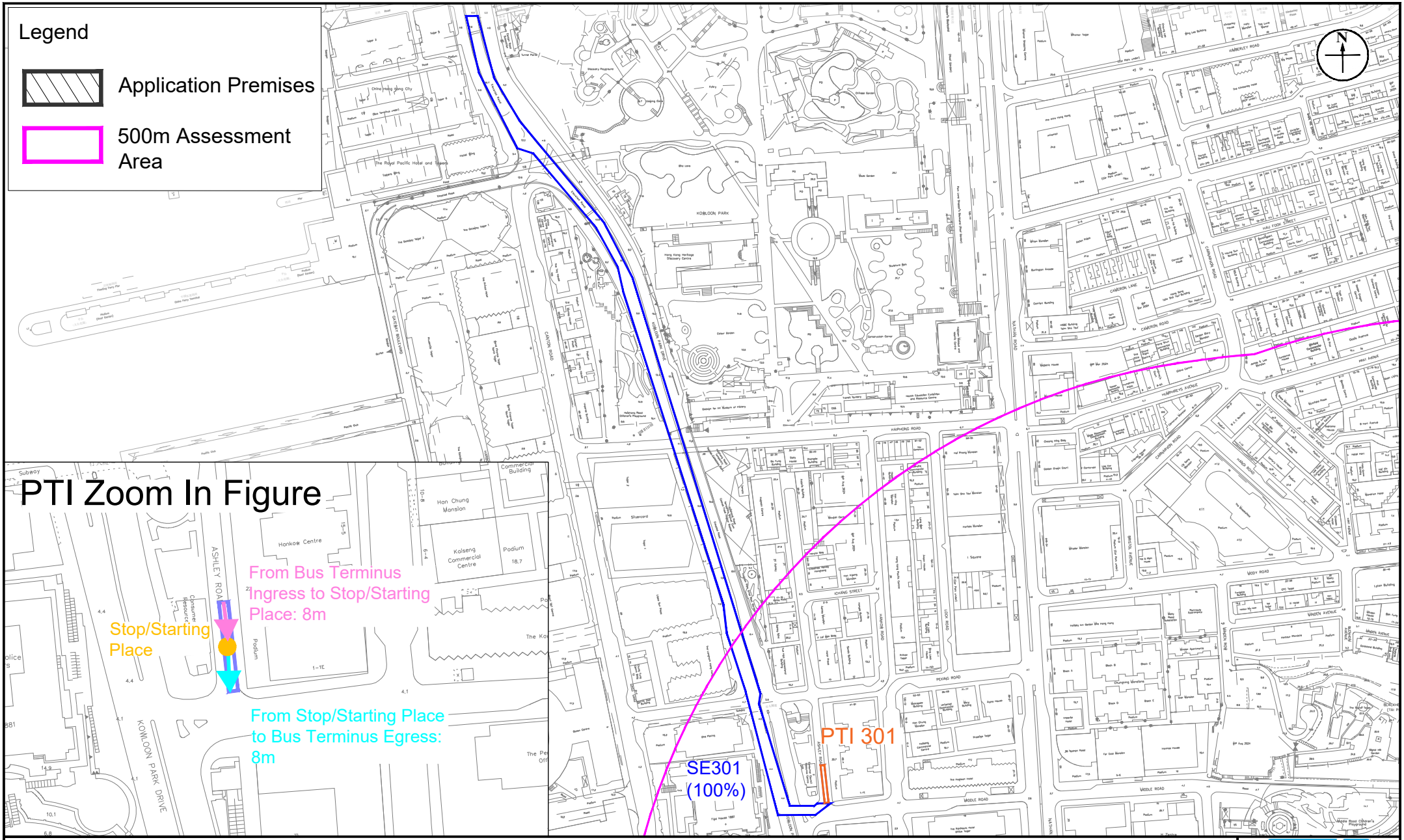
Drawn by:	AW
Checked by:	CC
Rev.:	1.0
Date:	Jan 2025



Appendix:	4.3b
Title:	Public Transport Interchange Emission Sources - Mody Road Bus Terminus
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

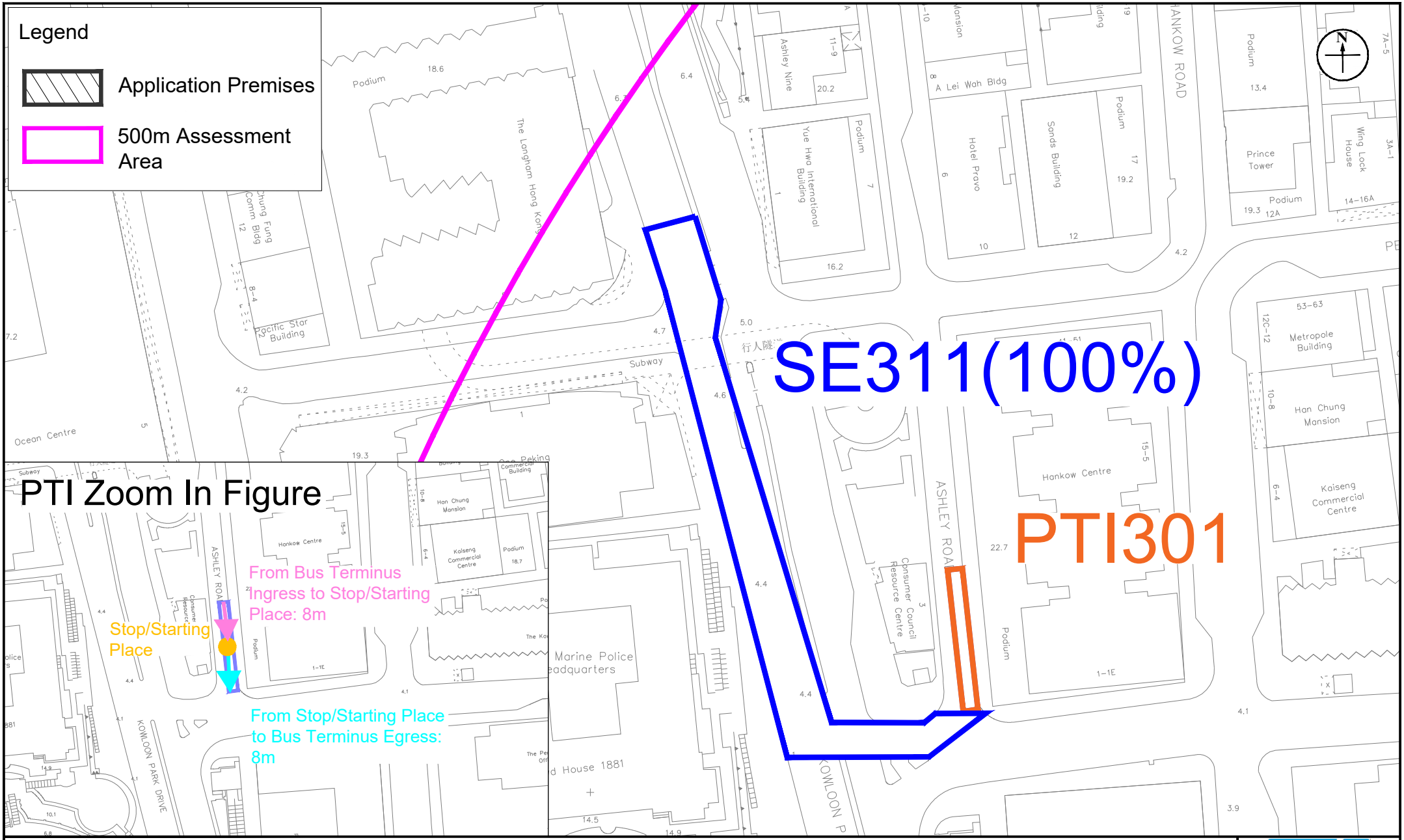
Drawn by:	AW
Checked by:	CC
Rev.:	1.1
Date:	Sep 2025



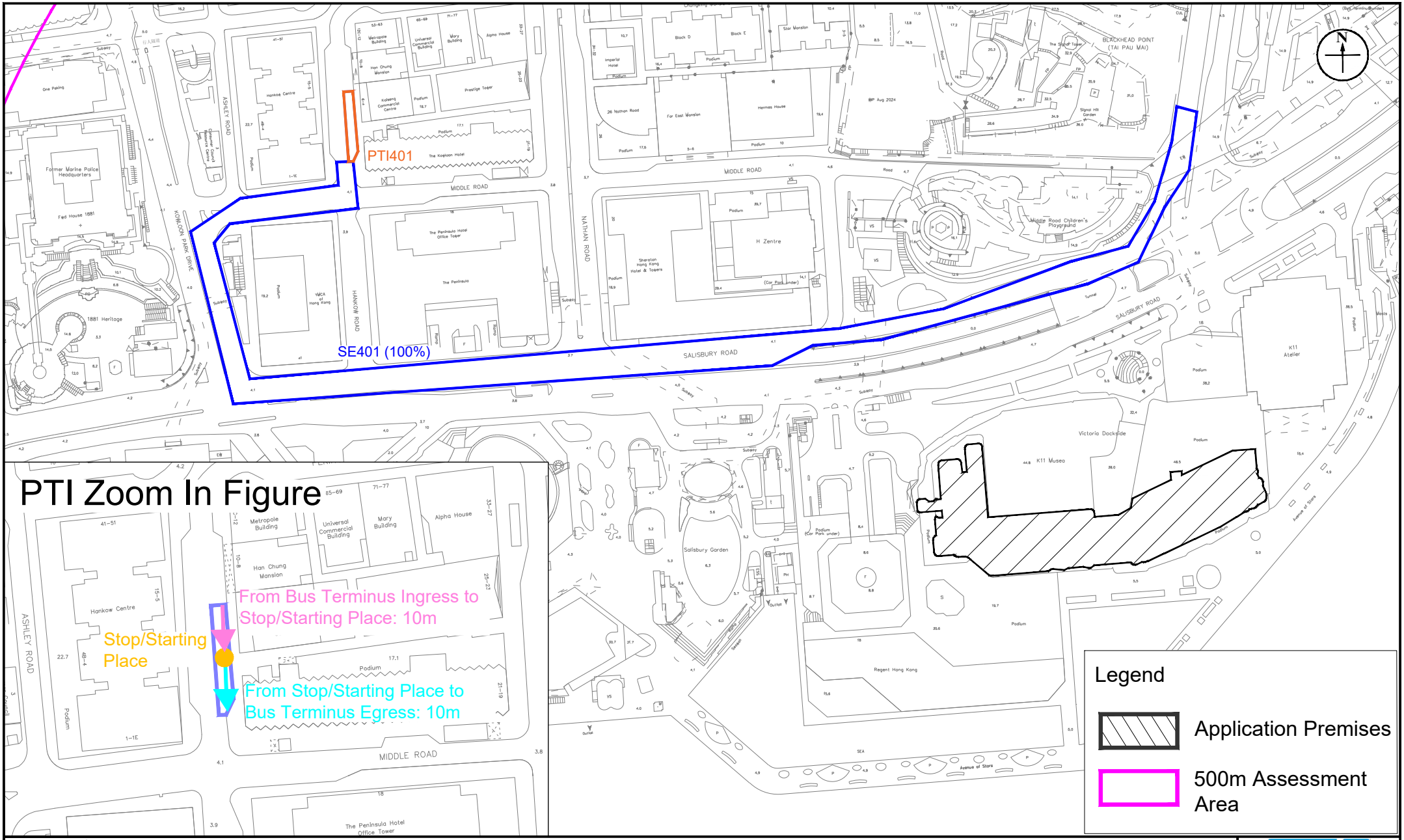
Appendix:	4.3c
Title:	Public Transport Interchange Emission Sources - Ashley Road Public Light Bus Terminus (Diesel)
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

Drawn by:	AW
Checked by:	CC
Rev.:	1.0
Date:	Jan 2025



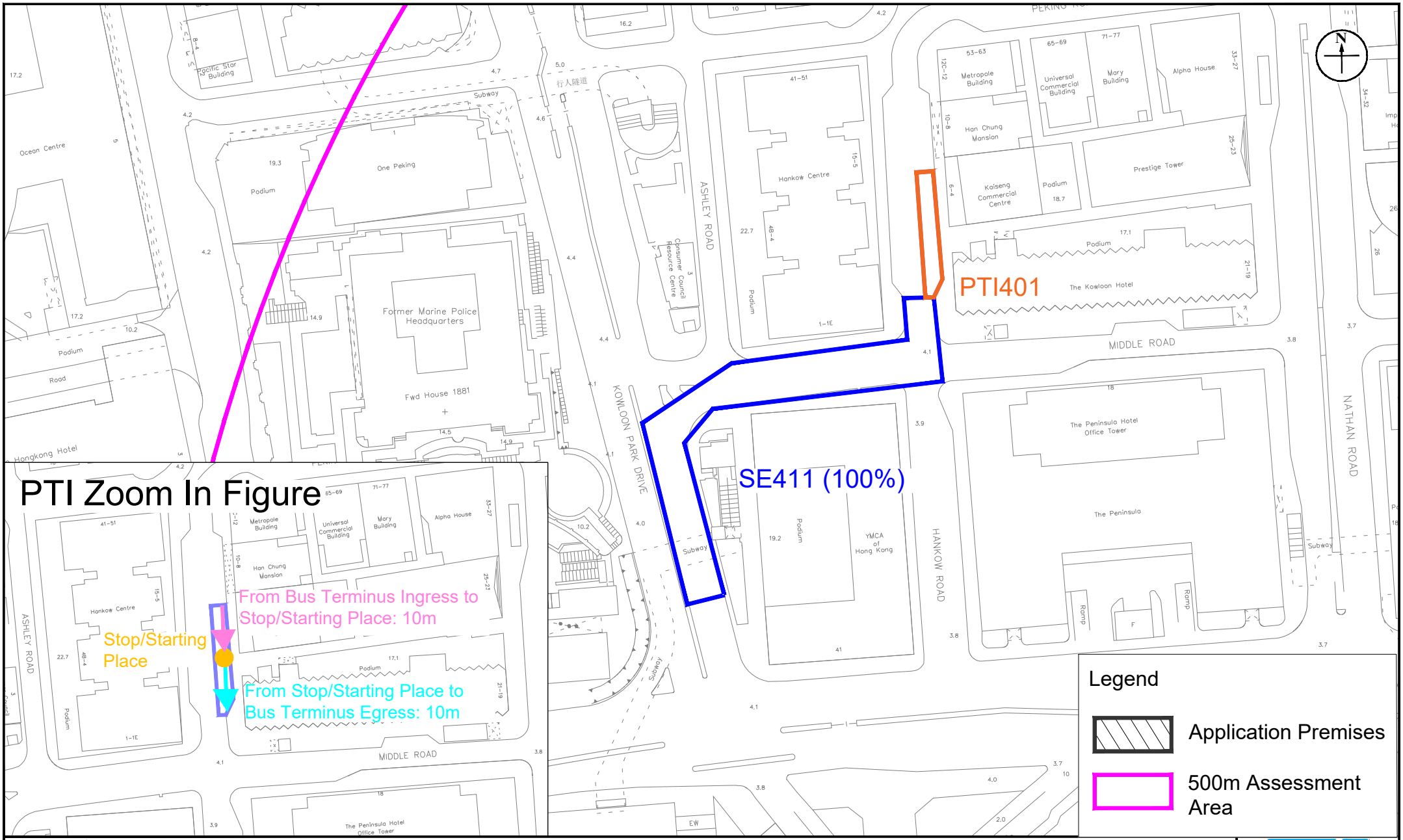
Appendix: 4.3d	RAMBOLL
Title: Public Transport Interchange Emission Sources - Ashley Road Public Light Bus Terminus (LPG)	Drawn by: AW Checked by: CC
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025



Appendix:	4.3e
Title:	Public Transport Interchange Emission Sources - Hankow Road Public Light Bus Terminus (Diesel)
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

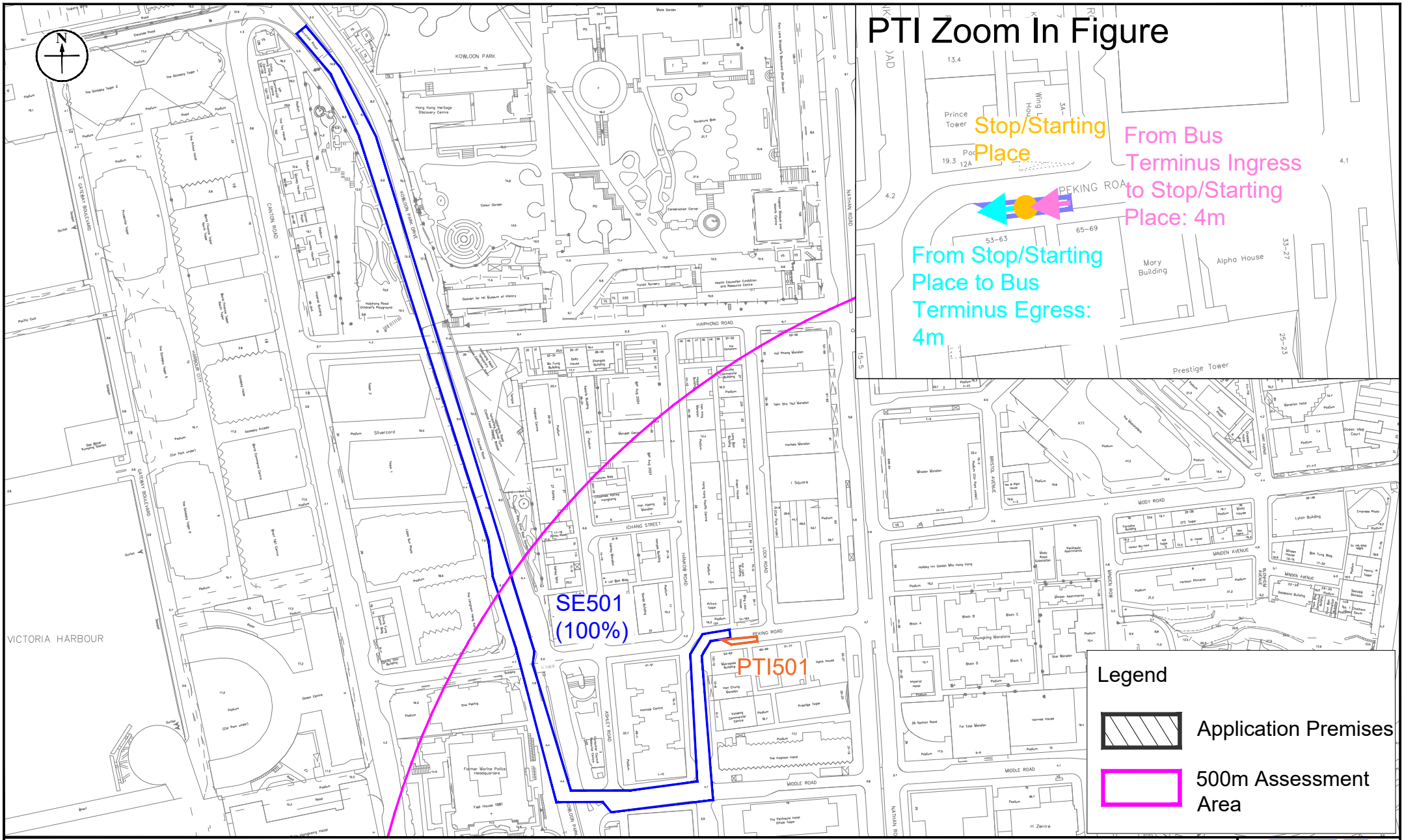
Drawn by:	AW
Checked by:	CC
Rev.:	1.0
Date:	Jan 2025



Appendix:	4.3f
Title:	Public Transport Interchange Emission Sources - Hankow Road Public Light Bus Terminus (LPG)
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

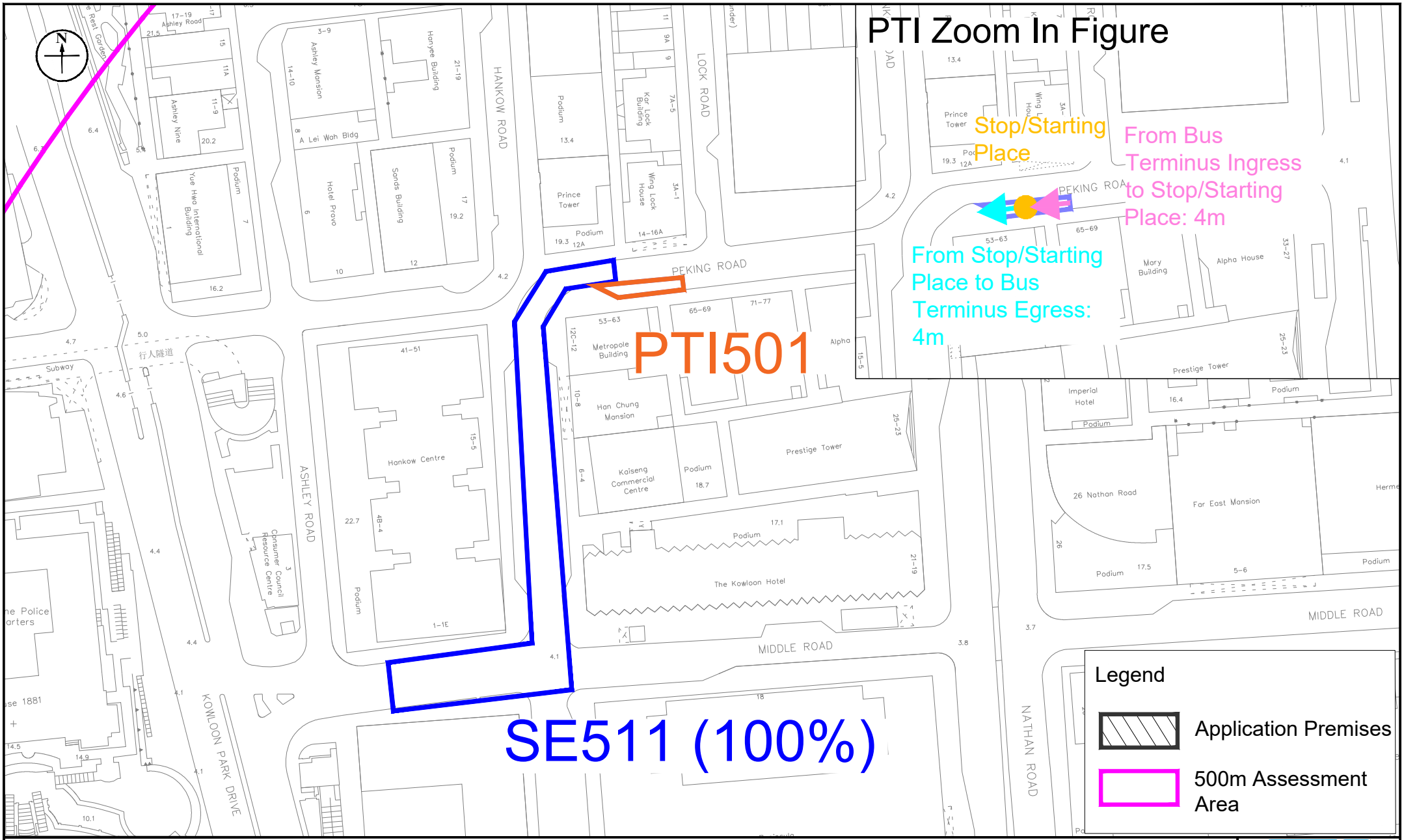
Drawn by:	AW
Checked by:	CC
Rev.:	1.0
Date:	Jan 2025



Appendix:	4.3g
Title:	Public Transport Interchange Emission Sources - Peking Road Public Light Bus Terminus (Diesel)
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

Drawn by:	AW
Checked by:	CC
Rev.:	1.0
Date:	Jan 2025



Appendix:	4.3h
Title:	Public Transport Interchange Emission Sources - Peking Road Public Light Bus Terminus (LPG)
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

RAMBOLL

Drawn by:	AW
Checked by:	CC
Rev.:	1.0
Date:	Jan 2025

Emission Inventory for AERMOD Model - Start Emission Outside Star Ferry Bus Terminus (Year 2029 - Q1)

Star Ferry Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Star Ferry Bus Terminus									
Star Ferry Bus Terminus	SE101	AREAPOLY	835794.0	817325.6	4.2	3.74	3.48	1.63E-06	1.14E-07
			835604.4	817309.5					
			835506.2	817288.7					
			835510.6	817274.6					
			835532.0	817284.0					
			835632.2	817300.3					
			835801.8	817312.3					
			835799.9	817350.0					
			835782.0	817628.1					
			835772.0	817627.4					
			835773.3	817612.0					
			835777.1	817599.1					
			835785.5	817471.7					
			835783.0	817460.1					
			835788.6	817376.0					
			835791.5	817361.8					
	SE102	AREAPOLY	835506.2	817288.7	4.1	3.74	3.48	9.80E-07	6.88E-08
			835510.6	817274.6					
			835532.0	817284.0					
			835632.2	817300.3					
			835896.3	817319.0					
			835916.5	817329.0					
			835949.5	817331.7					
			836050.8	817359.0					
			836075.8	817369.7					
			836088.6	817397.2					
			836083.6	817399.1					
			836070.8	817377.5					
			835955.5	817340.2					
			835604.4	817309.5					
	SE103	AREAPOLY	836099.2	817379.7	4.1	3.74	3.48	1.25E-07	8.77E-09
			836050.8	817359.0					
			835949.5	817331.7					
			835916.5	817329.0					
			835896.3	817319.0					
			835632.2	817300.3					
			835532.0	817284.0					
			835510.6	817274.6					
			835506.2	817288.7					
			835604.4	817309.5					
			835955.5	817340.2					
			836081.3	817380.9					
			836096.0	817388.7					

Emission Inventory for AERMOD Model - Start Emission Outside Star Ferry Bus Terminus (Year 2029 - Q1)

Star Ferry Bus Terminus
Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	5.62E-03	5.25E-03	3.70E-04	0.00E+00	0.00E+00
0100 - 0200	5.12E-04	4.78E-04	3.42E-05	0.00E+00	0.00E+00
0200 - 0300	9.18E-04	8.58E-04	6.02E-05	0.00E+00	0.00E+00
0300 - 0400	1.24E-03	1.16E-03	8.08E-05	0.00E+00	0.00E+00
0400 - 0500	1.15E-04	9.75E-05	1.75E-05	0.00E+00	0.00E+00
0500 - 0600	1.22E-03	1.14E-03	7.99E-05	0.00E+00	0.00E+00
0600 - 0700	8.42E-03	7.87E-03	5.53E-04	0.00E+00	0.00E+00
0700 - 0800	7.28E-03	6.80E-03	4.80E-04	0.00E+00	0.00E+00
0800 - 0900	1.19E-02	1.11E-02	7.84E-04	0.00E+00	0.00E+00
0900 - 1000	1.04E-02	9.73E-03	6.95E-04	0.00E+00	0.00E+00
1000 - 1100	1.44E-02	1.34E-02	9.53E-04	0.00E+00	0.00E+00
1100 - 1200	1.73E-02	1.61E-02	1.13E-03	0.00E+00	0.00E+00
1200 - 1300	1.15E-02	1.07E-02	7.56E-04	0.00E+00	0.00E+00
1300 - 1400	1.63E-02	1.52E-02	1.08E-03	0.00E+00	0.00E+00
1400 - 1500	1.61E-02	1.50E-02	1.06E-03	0.00E+00	0.00E+00
1500 - 1600	1.89E-02	1.77E-02	1.24E-03	0.00E+00	0.00E+00
1600 - 1700	1.68E-02	1.57E-02	1.11E-03	0.00E+00	0.00E+00
1700 - 1800	1.85E-02	1.73E-02	1.23E-03	0.00E+00	0.00E+00
1800 - 1900	1.33E-02	1.24E-02	8.75E-04	0.00E+00	0.00E+00
1900 - 2000	9.98E-03	9.32E-03	6.57E-04	0.00E+00	0.00E+00
2000 - 2100	1.24E-02	1.16E-02	8.13E-04	0.00E+00	0.00E+00
2100 - 2200	8.59E-03	8.02E-03	5.75E-04	0.00E+00	0.00E+00
2200 - 2300	9.93E-03	9.27E-03	6.62E-04	0.00E+00	0.00E+00
2300 - 2400	7.98E-03	7.46E-03	5.25E-04	0.00E+00	0.00E+00
	max:	1.8E-02	1.2E-03	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.2966	0.2978
0100 - 0200	0.0270	0.0275
0200 - 0300	0.0485	0.0484
0300 - 0400	0.0653	0.0650
0400 - 0500	0.0055	0.0141
0500 - 0600	0.0644	0.0644
0600 - 0700	0.4449	0.4456
0700 - 0800	0.3842	0.3866
0800 - 0900	0.6286	0.6312
0900 - 1000	0.5503	0.5597
1000 - 1100	0.7583	0.7676
1100 - 1200	0.9123	0.9130
1200 - 1300	0.6072	0.6087
1300 - 1400	0.8590	0.8686
1400 - 1500	0.8498	0.8509
1500 - 1600	1.0000	1.0000
1600 - 1700	0.8898	0.8929
1700 - 1800	0.9784	0.9877
1800 - 1900	0.7023	0.7048
1900 - 2000	0.5269	0.5294
2000 - 2100	0.6548	0.6549
2100 - 2200	0.4532	0.4628
2200 - 2300	0.5241	0.5334
2300 - 2400	0.4216	0.4224

Emission Inventory for AERMOD Model - Start Emission Outside Star Ferry Bus Terminus (Year 2029 - Q2)

Star Ferry Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Star Ferry Bus Terminus									
Star Ferry Bus Terminus	SE101	AREAPOLY	835794.0	817325.6	4.2	3.74	3.48	1.63E-06	1.14E-07
			835604.4	817309.5					
			835506.2	817288.7					
			835510.6	817274.6					
			835532.0	817284.0					
			835632.2	817300.3					
			835801.8	817312.3					
			835799.9	817350.0					
			835782.0	817628.1					
			835772.0	817627.4					
			835773.3	817612.0					
			835777.1	817599.1					
			835785.5	817471.7					
			835783.0	817460.1					
			835788.6	817376.0					
			835791.5	817361.8					
	SE102	AREAPOLY	835506.2	817288.7	4.1	3.74	3.48	9.80E-07	6.88E-08
			835510.6	817274.6					
			835532.0	817284.0					
			835632.2	817300.3					
			835896.3	817319.0					
			835916.5	817329.0					
			835949.5	817331.7					
			836050.8	817359.0					
			836075.8	817369.7					
			836088.6	817397.2					
			836083.6	817399.1					
			836070.8	817377.5					
			835955.5	817340.2					
			835604.4	817309.5					
	SE103	AREAPOLY	836099.2	817379.7	4.1	3.74	3.48	1.25E-07	8.77E-09
			836050.8	817359.0					
			835949.5	817331.7					
			835916.5	817329.0					
			835896.3	817319.0					
			835632.2	817300.3					
			835532.0	817284.0					
			835510.6	817274.6					
			835506.2	817288.7					
			835604.4	817309.5					
			835955.5	817340.2					
			836081.3	817380.9					
			836096.0	817388.7					

Emission Inventory for AERMOD Model - Start Emission Outside Star Ferry Bus Terminus (Year 2029 - Q2)

Star Ferry Bus Terminus
Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	5.62E-03	5.25E-03	3.70E-04	0.00E+00	0.00E+00
0100 - 0200	5.12E-04	4.78E-04	3.42E-05	0.00E+00	0.00E+00
0200 - 0300	9.18E-04	8.58E-04	6.02E-05	0.00E+00	0.00E+00
0300 - 0400	1.24E-03	1.16E-03	8.08E-05	0.00E+00	0.00E+00
0400 - 0500	1.15E-04	9.75E-05	1.75E-05	0.00E+00	0.00E+00
0500 - 0600	1.22E-03	1.14E-03	7.99E-05	0.00E+00	0.00E+00
0600 - 0700	8.42E-03	7.87E-03	5.53E-04	0.00E+00	0.00E+00
0700 - 0800	7.28E-03	6.80E-03	4.80E-04	0.00E+00	0.00E+00
0800 - 0900	1.19E-02	1.11E-02	7.84E-04	0.00E+00	0.00E+00
0900 - 1000	1.04E-02	9.73E-03	6.95E-04	0.00E+00	0.00E+00
1000 - 1100	1.44E-02	1.34E-02	9.53E-04	0.00E+00	0.00E+00
1100 - 1200	1.73E-02	1.61E-02	1.13E-03	0.00E+00	0.00E+00
1200 - 1300	1.15E-02	1.07E-02	7.56E-04	0.00E+00	0.00E+00
1300 - 1400	1.63E-02	1.52E-02	1.08E-03	0.00E+00	0.00E+00
1400 - 1500	1.61E-02	1.50E-02	1.06E-03	0.00E+00	0.00E+00
1500 - 1600	1.89E-02	1.77E-02	1.24E-03	0.00E+00	0.00E+00
1600 - 1700	1.68E-02	1.57E-02	1.11E-03	0.00E+00	0.00E+00
1700 - 1800	1.85E-02	1.73E-02	1.23E-03	0.00E+00	0.00E+00
1800 - 1900	1.33E-02	1.24E-02	8.75E-04	0.00E+00	0.00E+00
1900 - 2000	9.98E-03	9.32E-03	6.57E-04	0.00E+00	0.00E+00
2000 - 2100	1.24E-02	1.16E-02	8.13E-04	0.00E+00	0.00E+00
2100 - 2200	8.59E-03	8.02E-03	5.75E-04	0.00E+00	0.00E+00
2200 - 2300	9.93E-03	9.27E-03	6.62E-04	0.00E+00	0.00E+00
2300 - 2400	7.98E-03	7.46E-03	5.25E-04	0.00E+00	0.00E+00
	max:	1.8E-02	1.2E-03	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.2966	0.2978
0100 - 0200	0.0270	0.0275
0200 - 0300	0.0485	0.0484
0300 - 0400	0.0653	0.0650
0400 - 0500	0.0055	0.0141
0500 - 0600	0.0644	0.0644
0600 - 0700	0.4449	0.4456
0700 - 0800	0.3842	0.3866
0800 - 0900	0.6286	0.6312
0900 - 1000	0.5503	0.5597
1000 - 1100	0.7583	0.7676
1100 - 1200	0.9123	0.9130
1200 - 1300	0.6072	0.6087
1300 - 1400	0.8590	0.8686
1400 - 1500	0.8498	0.8509
1500 - 1600	1.0000	1.0000
1600 - 1700	0.8898	0.8929
1700 - 1800	0.9784	0.9877
1800 - 1900	0.7023	0.7048
1900 - 2000	0.5269	0.5294
2000 - 2100	0.6548	0.6549
2100 - 2200	0.4532	0.4628
2200 - 2300	0.5241	0.5334
2300 - 2400	0.4216	0.4224

Emission Inventory for AERMOD Model - Start Emission Outside Star Ferry Bus Terminus (Year 2029 - Q3)

Star Ferry Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Star Ferry Bus Terminus									
Star Ferry Bus Terminus	SE101	AREAPOLY	835794.0	817325.6	4.2	3.74	3.48	1.63E-06	1.14E-07
			835604.4	817309.5					
			835506.2	817288.7					
			835510.6	817274.6					
			835532.0	817284.0					
			835632.2	817300.3					
			835801.8	817312.3					
			835799.9	817350.0					
			835782.0	817628.1					
			835772.0	817627.4					
			835773.3	817612.0					
			835777.1	817599.1					
			835785.5	817471.7					
			835783.0	817460.1					
			835788.6	817376.0					
			835791.5	817361.8					
	SE102	AREAPOLY	835506.2	817288.7	4.1	3.74	3.48	9.80E-07	6.88E-08
			835510.6	817274.6					
			835532.0	817284.0					
			835632.2	817300.3					
			835896.3	817319.0					
			835916.5	817329.0					
			835949.5	817331.7					
			836050.8	817359.0					
			836075.8	817369.7					
			836088.6	817397.2					
			836083.6	817399.1					
			836070.8	817377.5					
			835955.5	817340.2					
			835604.4	817309.5					
	SE103	AREAPOLY	836099.2	817379.7	4.1	3.74	3.48	1.25E-07	8.77E-09
			836050.8	817359.0					
			835949.5	817331.7					
			835916.5	817329.0					
			835896.3	817319.0					
			835632.2	817300.3					
			835532.0	817284.0					
			835510.6	817274.6					
			835506.2	817288.7					
			835604.4	817309.5					
			835955.5	817340.2					
			836081.3	817380.9					
			836096.0	817388.7					

Emission Inventory for AERMOD Model - Start Emission Outside Star Ferry Bus Terminus (Year 2029 - Q3)

Star Ferry Bus Terminus
Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	5.62E-03	5.25E-03	3.70E-04	0.00E+00	0.00E+00
0100 - 0200	5.12E-04	4.78E-04	3.42E-05	0.00E+00	0.00E+00
0200 - 0300	9.18E-04	8.58E-04	6.02E-05	0.00E+00	0.00E+00
0300 - 0400	1.24E-03	1.16E-03	8.08E-05	0.00E+00	0.00E+00
0400 - 0500	1.15E-04	9.75E-05	1.75E-05	0.00E+00	0.00E+00
0500 - 0600	1.22E-03	1.14E-03	7.99E-05	0.00E+00	0.00E+00
0600 - 0700	8.42E-03	7.87E-03	5.53E-04	0.00E+00	0.00E+00
0700 - 0800	7.28E-03	6.80E-03	4.80E-04	0.00E+00	0.00E+00
0800 - 0900	1.19E-02	1.11E-02	7.84E-04	0.00E+00	0.00E+00
0900 - 1000	1.04E-02	9.73E-03	6.95E-04	0.00E+00	0.00E+00
1000 - 1100	1.44E-02	1.34E-02	9.53E-04	0.00E+00	0.00E+00
1100 - 1200	1.73E-02	1.61E-02	1.13E-03	0.00E+00	0.00E+00
1200 - 1300	1.15E-02	1.07E-02	7.56E-04	0.00E+00	0.00E+00
1300 - 1400	1.63E-02	1.52E-02	1.08E-03	0.00E+00	0.00E+00
1400 - 1500	1.61E-02	1.50E-02	1.06E-03	0.00E+00	0.00E+00
1500 - 1600	1.89E-02	1.77E-02	1.24E-03	0.00E+00	0.00E+00
1600 - 1700	1.68E-02	1.57E-02	1.11E-03	0.00E+00	0.00E+00
1700 - 1800	1.85E-02	1.73E-02	1.23E-03	0.00E+00	0.00E+00
1800 - 1900	1.33E-02	1.24E-02	8.75E-04	0.00E+00	0.00E+00
1900 - 2000	9.98E-03	9.32E-03	6.57E-04	0.00E+00	0.00E+00
2000 - 2100	1.24E-02	1.16E-02	8.13E-04	0.00E+00	0.00E+00
2100 - 2200	8.59E-03	8.02E-03	5.75E-04	0.00E+00	0.00E+00
2200 - 2300	9.93E-03	9.27E-03	6.62E-04	0.00E+00	0.00E+00
2300 - 2400	7.98E-03	7.46E-03	5.25E-04	0.00E+00	0.00E+00
	max:	1.8E-02	1.2E-03	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.2966	0.2978
0100 - 0200	0.0270	0.0275
0200 - 0300	0.0485	0.0484
0300 - 0400	0.0653	0.0650
0400 - 0500	0.0055	0.0141
0500 - 0600	0.0644	0.0644
0600 - 0700	0.4449	0.4456
0700 - 0800	0.3842	0.3866
0800 - 0900	0.6286	0.6312
0900 - 1000	0.5502	0.5597
1000 - 1100	0.7583	0.7676
1100 - 1200	0.9123	0.9130
1200 - 1300	0.6072	0.6087
1300 - 1400	0.8590	0.8686
1400 - 1500	0.8498	0.8509
1500 - 1600	1.0000	1.0000
1600 - 1700	0.8898	0.8929
1700 - 1800	0.9784	0.9877
1800 - 1900	0.7023	0.7048
1900 - 2000	0.5269	0.5294
2000 - 2100	0.6548	0.6549
2100 - 2200	0.4532	0.4628
2200 - 2300	0.5241	0.5334
2300 - 2400	0.4216	0.4224

Emission Inventory for AERMOD Model - Start Emission Outside Star Ferry Bus Terminus (Year 2029 - Q4)

Star Ferry Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Star Ferry Bus Terminus									
Star Ferry Bus Terminus	SE101	AREAPOLY	835794.0	817325.6	4.2	3.74	3.48	1.63E-06	1.14E-07
			835604.4	817309.5					
			835506.2	817288.7					
			835510.6	817274.6					
			835532.0	817284.0					
			835632.2	817300.3					
			835801.8	817312.3					
			835799.9	817350.0					
			835782.0	817628.1					
			835772.0	817627.4					
			835773.3	817612.0					
			835777.1	817599.1					
			835785.5	817471.7					
			835783.0	817460.1					
			835788.6	817376.0					
			835791.5	817361.8					
	SE102	AREAPOLY	835506.2	817288.7	4.1	3.74	3.48	9.80E-07	6.88E-08
			835510.6	817274.6					
			835532.0	817284.0					
			835632.2	817300.3					
			835896.3	817319.0					
			835916.5	817329.0					
			835949.5	817331.7					
			836050.8	817359.0					
			836075.8	817369.7					
			836088.6	817397.2					
			836083.6	817399.1					
			836070.8	817377.5					
			835955.5	817340.2					
			835604.4	817309.5					
	SE103	AREAPOLY	836099.2	817379.7	4.1	3.74	3.48	1.25E-07	8.77E-09
			836050.8	817359.0					
			835949.5	817331.7					
			835916.5	817329.0					
			835896.3	817319.0					
			835632.2	817300.3					
			835532.0	817284.0					
			835510.6	817274.6					
			835506.2	817288.7					
			835604.4	817309.5					
			835955.5	817340.2					
			836081.3	817380.9					
			836096.0	817388.7					

Emission Inventory for AERMOD Model - Start Emission Outside Star Ferry Bus Terminus (Year 2029 - Q4)

Star Ferry Bus Terminus
Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	5.62E-03	5.25E-03	3.70E-04	0.00E+00	0.00E+00
0100 - 0200	5.12E-04	4.78E-04	3.42E-05	0.00E+00	0.00E+00
0200 - 0300	9.18E-04	8.58E-04	6.02E-05	0.00E+00	0.00E+00
0300 - 0400	1.24E-03	1.16E-03	8.08E-05	0.00E+00	0.00E+00
0400 - 0500	1.15E-04	9.75E-05	1.75E-05	0.00E+00	0.00E+00
0500 - 0600	1.22E-03	1.14E-03	7.99E-05	0.00E+00	0.00E+00
0600 - 0700	8.42E-03	7.87E-03	5.53E-04	0.00E+00	0.00E+00
0700 - 0800	7.28E-03	6.80E-03	4.80E-04	0.00E+00	0.00E+00
0800 - 0900	1.19E-02	1.11E-02	7.84E-04	0.00E+00	0.00E+00
0900 - 1000	1.04E-02	9.73E-03	6.95E-04	0.00E+00	0.00E+00
1000 - 1100	1.44E-02	1.34E-02	9.53E-04	0.00E+00	0.00E+00
1100 - 1200	1.73E-02	1.61E-02	1.13E-03	0.00E+00	0.00E+00
1200 - 1300	1.15E-02	1.07E-02	7.56E-04	0.00E+00	0.00E+00
1300 - 1400	1.63E-02	1.52E-02	1.08E-03	0.00E+00	0.00E+00
1400 - 1500	1.61E-02	1.50E-02	1.06E-03	0.00E+00	0.00E+00
1500 - 1600	1.89E-02	1.77E-02	1.24E-03	0.00E+00	0.00E+00
1600 - 1700	1.68E-02	1.57E-02	1.11E-03	0.00E+00	0.00E+00
1700 - 1800	1.85E-02	1.73E-02	1.23E-03	0.00E+00	0.00E+00
1800 - 1900	1.33E-02	1.24E-02	8.75E-04	0.00E+00	0.00E+00
1900 - 2000	9.98E-03	9.32E-03	6.57E-04	0.00E+00	0.00E+00
2000 - 2100	1.24E-02	1.16E-02	8.13E-04	0.00E+00	0.00E+00
2100 - 2200	8.59E-03	8.02E-03	5.75E-04	0.00E+00	0.00E+00
2200 - 2300	9.93E-03	9.27E-03	6.62E-04	0.00E+00	0.00E+00
2300 - 2400	7.98E-03	7.46E-03	5.25E-04	0.00E+00	0.00E+00
	max:	1.8E-02	1.2E-03	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.2966	0.2978
0100 - 0200	0.0270	0.0275
0200 - 0300	0.0485	0.0484
0300 - 0400	0.0653	0.0650
0400 - 0500	0.0055	0.0141
0500 - 0600	0.0644	0.0644
0600 - 0700	0.4449	0.4456
0700 - 0800	0.3842	0.3866
0800 - 0900	0.6286	0.6312
0900 - 1000	0.5502	0.5597
1000 - 1100	0.7583	0.7676
1100 - 1200	0.9123	0.9130
1200 - 1300	0.6072	0.6087
1300 - 1400	0.8590	0.8686
1400 - 1500	0.8498	0.8509
1500 - 1600	1.0000	1.0000
1600 - 1700	0.8898	0.8929
1700 - 1800	0.9784	0.9877
1800 - 1900	0.7023	0.7048
1900 - 2000	0.5269	0.5294
2000 - 2100	0.6548	0.6549
2100 - 2200	0.4532	0.4628
2200 - 2300	0.5241	0.5334
2300 - 2400	0.4216	0.4224

Emission Inventory for AERMOD Model - Start Emission Outside Mody Road Bus Terminus (Year 2029 - Q1)

Mody Road Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Mody Road Bus Terminus									
Mody Road Bus Terminus	SE201	AREAPOLY	836155.6	817561.0	4.5	3.69	3.43	8.91E-07	6.36E-08
			836164.2	817559.6					
			836167.0	817565.8					
			836166.3	817581.8					
			836129.7	817587.2					
			836109.3	817457.7					
			836096.0	817364.8					
			836016.8	817330.5					
			835918.8	817310.6					
			835869.7	817308.5					
			835869.4	817299.1					
			835938.0	817300.9					
			836044.5	817328.4					
			836121.4	817362.1					
			836108.5	817387.3					
			836135.7	817577.5					
			836156.3	817575.4					
			836159.0	817566.0					
	SE202	AREAPOLY	836166.3	817581.8	4.2	3.69	3.43	7.65E-08	5.47E-09
			836167.0	817565.8					
			836164.2	817559.6					
			836155.6	817561.0					
			836159.0	817566.0					
			836156.3	817575.4					
			836128.4	817578.4					
			836115.3	817588.6					
			836153.7	817844.6					
			836212.9	818038.7					
			836222.8	818035.6					
			836165.6	817848.2					
			836128.2	817605.8					
			836129.7	817587.2					

Emission Inventory for AERMOD Model - Start Emission Outside Mody Road Bus Terminus (Year 2029 - Q1)

Mody Road Bus Terminus

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	3.91E-03	3.65E-03	2.65E-04	0.00E+00	0.00E+00
0100 - 0200	8.73E-04	7.82E-04	9.05E-05	0.00E+00	0.00E+00
0200 - 0300	3.21E-04	3.00E-04	2.11E-05	0.00E+00	0.00E+00
0300 - 0400	8.11E-04	7.58E-04	5.29E-05	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2.92E-03	2.72E-03	1.99E-04	0.00E+00	0.00E+00
0700 - 0800	4.46E-03	4.16E-03	3.02E-04	0.00E+00	0.00E+00
0800 - 0900	4.09E-03	3.82E-03	2.69E-04	0.00E+00	0.00E+00
0900 - 1000	2.27E-03	2.11E-03	1.55E-04	0.00E+00	0.00E+00
1000 - 1100	2.89E-03	2.70E-03	1.90E-04	0.00E+00	0.00E+00
1100 - 1200	4.32E-03	4.03E-03	2.83E-04	0.00E+00	0.00E+00
1200 - 1300	4.14E-03	3.86E-03	2.76E-04	0.00E+00	0.00E+00
1300 - 1400	4.39E-03	4.10E-03	2.91E-04	0.00E+00	0.00E+00
1400 - 1500	3.66E-03	3.42E-03	2.43E-04	0.00E+00	0.00E+00
1500 - 1600	2.71E-03	2.53E-03	1.78E-04	0.00E+00	0.00E+00
1600 - 1700	2.50E-03	2.33E-03	1.67E-04	0.00E+00	0.00E+00
1700 - 1800	3.75E-03	3.50E-03	2.46E-04	0.00E+00	0.00E+00
1800 - 1900	3.73E-03	3.49E-03	2.45E-04	0.00E+00	0.00E+00
1900 - 2000	2.02E-03	1.89E-03	1.33E-04	0.00E+00	0.00E+00
2000 - 2100	3.35E-03	3.13E-03	2.20E-04	0.00E+00	0.00E+00
2100 - 2200	2.33E-03	2.18E-03	1.57E-04	0.00E+00	0.00E+00
2200 - 2300	1.67E-03	1.56E-03	1.10E-04	0.00E+00	0.00E+00
2300 - 2400	5.53E-03	5.16E-03	3.69E-04	0.00E+00	0.00E+00
	max:	5.2E-03	3.7E-04	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.7061	0.7178
0100 - 0200	0.1515	0.2454
0200 - 0300	0.0582	0.0573
0300 - 0400	0.1468	0.1434
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.5269	0.5394
0700 - 0800	0.8052	0.8191
0800 - 0900	0.7393	0.7299
0900 - 1000	0.4091	0.4206
1000 - 1100	0.5234	0.5154
1100 - 1200	0.7810	0.7678
1200 - 1300	0.7481	0.7476
1300 - 1400	0.7947	0.7888
1400 - 1500	0.6618	0.6580
1500 - 1600	0.4902	0.4832
1600 - 1700	0.4513	0.4521
1700 - 1800	0.6785	0.6676
1800 - 1900	0.6757	0.6656
1900 - 2000	0.3655	0.3613
2000 - 2100	0.6066	0.5962
2100 - 2200	0.4213	0.4254
2200 - 2300	0.3019	0.2971
2300 - 2400	1.0000	1.0000

Emission Inventory for AERMOD Model - Start Emission Outside Mody Road Bus Terminus (Year 2029 - Q2)

Mody Road Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Mody Road Bus Terminus									
Mody Road Bus Terminus	SE201	AREAPOLY	836155.6	817561.0	4.5	3.69	3.43	8.91E-07	6.36E-08
			836164.2	817559.6					
			836167.0	817565.8					
			836166.3	817581.8					
			836129.7	817587.2					
			836109.3	817457.7					
			836096.0	817364.8					
			836016.8	817330.5					
			835918.8	817310.6					
			835869.7	817308.5					
			835869.4	817299.1					
			835938.0	817300.9					
			836044.5	817328.4					
			836121.4	817362.1					
			836108.5	817387.3					
			836135.7	817577.5					
			836156.3	817575.4					
			836159.0	817566.0					
	SE202	AREAPOLY	836166.3	817581.8	4.2	3.69	3.43	7.65E-08	5.47E-09
			836167.0	817565.8					
			836164.2	817559.6					
			836155.6	817561.0					
			836159.0	817566.0					
			836156.3	817575.4					
			836128.4	817578.4					
			836115.3	817588.6					
			836153.7	817844.6					
			836212.9	818038.7					
			836222.8	818035.6					
			836165.6	817848.2					
			836128.2	817605.8					
			836129.7	817587.2					

Emission Inventory for AERMOD Model - Start Emission Outside Mody Road Bus Terminus (Year 2029 - Q2)

Mody Road Bus Terminus

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	3.91E-03	3.65E-03	2.65E-04	0.00E+00	0.00E+00
0100 - 0200	8.73E-04	7.82E-04	9.05E-05	0.00E+00	0.00E+00
0200 - 0300	3.21E-04	3.00E-04	2.11E-05	0.00E+00	0.00E+00
0300 - 0400	8.11E-04	7.58E-04	5.29E-05	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2.92E-03	2.72E-03	1.99E-04	0.00E+00	0.00E+00
0700 - 0800	4.46E-03	4.16E-03	3.02E-04	0.00E+00	0.00E+00
0800 - 0900	4.09E-03	3.82E-03	2.69E-04	0.00E+00	0.00E+00
0900 - 1000	2.27E-03	2.11E-03	1.55E-04	0.00E+00	0.00E+00
1000 - 1100	2.89E-03	2.70E-03	1.90E-04	0.00E+00	0.00E+00
1100 - 1200	4.32E-03	4.03E-03	2.83E-04	0.00E+00	0.00E+00
1200 - 1300	4.14E-03	3.86E-03	2.76E-04	0.00E+00	0.00E+00
1300 - 1400	4.39E-03	4.10E-03	2.91E-04	0.00E+00	0.00E+00
1400 - 1500	3.66E-03	3.42E-03	2.43E-04	0.00E+00	0.00E+00
1500 - 1600	2.71E-03	2.53E-03	1.78E-04	0.00E+00	0.00E+00
1600 - 1700	2.50E-03	2.33E-03	1.67E-04	0.00E+00	0.00E+00
1700 - 1800	3.75E-03	3.50E-03	2.46E-04	0.00E+00	0.00E+00
1800 - 1900	3.73E-03	3.49E-03	2.45E-04	0.00E+00	0.00E+00
1900 - 2000	2.02E-03	1.89E-03	1.33E-04	0.00E+00	0.00E+00
2000 - 2100	3.35E-03	3.13E-03	2.20E-04	0.00E+00	0.00E+00
2100 - 2200	2.33E-03	2.18E-03	1.57E-04	0.00E+00	0.00E+00
2200 - 2300	1.67E-03	1.56E-03	1.10E-04	0.00E+00	0.00E+00
2300 - 2400	5.53E-03	5.16E-03	3.69E-04	0.00E+00	0.00E+00
	max:	5.2E-03	3.7E-04	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.7061	0.7178
0100 - 0200	0.1515	0.2454
0200 - 0300	0.0582	0.0573
0300 - 0400	0.1468	0.1434
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.5269	0.5394
0700 - 0800	0.8052	0.8191
0800 - 0900	0.7393	0.7299
0900 - 1000	0.4091	0.4206
1000 - 1100	0.5234	0.5154
1100 - 1200	0.7810	0.7678
1200 - 1300	0.7481	0.7476
1300 - 1400	0.7947	0.7888
1400 - 1500	0.6618	0.6580
1500 - 1600	0.4902	0.4832
1600 - 1700	0.4513	0.4521
1700 - 1800	0.6785	0.6676
1800 - 1900	0.6757	0.6656
1900 - 2000	0.3655	0.3613
2000 - 2100	0.6066	0.5962
2100 - 2200	0.4213	0.4254
2200 - 2300	0.3019	0.2971
2300 - 2400	1.0000	1.0000

Emission Inventory for AERMOD Model - Start Emission Outside Mody Road Bus Terminus (Year 2029 - Q3)

Mody Road Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Mody Road Bus Terminus									
Mody Road Bus Terminus	SE201	AREAPOLY	836155.6	817561.0	4.5	3.69	3.43	8.91E-07	6.36E-08
			836164.2	817559.6					
			836167.0	817565.8					
			836166.3	817581.8					
			836129.7	817587.2					
			836109.3	817457.7					
			836096.0	817364.8					
			836016.8	817330.5					
			835918.8	817310.6					
			835869.7	817308.5					
			835869.4	817299.1					
			835938.0	817300.9					
			836044.5	817328.4					
			836121.4	817362.1					
			836108.5	817387.3					
			836135.7	817577.5					
			836156.3	817575.4					
			836159.0	817566.0					
	SE202	AREAPOLY	836166.3	817581.8	4.2	3.69	3.43	7.65E-08	5.47E-09
			836167.0	817565.8					
			836164.2	817559.6					
			836155.6	817561.0					
			836159.0	817566.0					
			836156.3	817575.4					
			836128.4	817578.4					
			836115.3	817588.6					
			836153.7	817844.6					
			836212.9	818038.7					
			836222.8	818035.6					
			836165.6	817848.2					
			836128.2	817605.8					
			836129.7	817587.2					

Emission Inventory for AERMOD Model - Start Emission Outside Mody Road Bus Terminus (Year 2029 - Q3)

Mody Road Bus Terminus

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	3.91E-03	3.65E-03	2.65E-04	0.00E+00	0.00E+00
0100 - 0200	8.73E-04	7.82E-04	9.05E-05	0.00E+00	0.00E+00
0200 - 0300	3.21E-04	3.00E-04	2.11E-05	0.00E+00	0.00E+00
0300 - 0400	8.11E-04	7.58E-04	5.29E-05	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2.92E-03	2.72E-03	1.99E-04	0.00E+00	0.00E+00
0700 - 0800	4.46E-03	4.16E-03	3.02E-04	0.00E+00	0.00E+00
0800 - 0900	4.09E-03	3.82E-03	2.69E-04	0.00E+00	0.00E+00
0900 - 1000	2.27E-03	2.11E-03	1.55E-04	0.00E+00	0.00E+00
1000 - 1100	2.89E-03	2.70E-03	1.90E-04	0.00E+00	0.00E+00
1100 - 1200	4.32E-03	4.03E-03	2.83E-04	0.00E+00	0.00E+00
1200 - 1300	4.14E-03	3.86E-03	2.76E-04	0.00E+00	0.00E+00
1300 - 1400	4.39E-03	4.10E-03	2.91E-04	0.00E+00	0.00E+00
1400 - 1500	3.66E-03	3.42E-03	2.43E-04	0.00E+00	0.00E+00
1500 - 1600	2.71E-03	2.53E-03	1.78E-04	0.00E+00	0.00E+00
1600 - 1700	2.50E-03	2.33E-03	1.67E-04	0.00E+00	0.00E+00
1700 - 1800	3.75E-03	3.50E-03	2.46E-04	0.00E+00	0.00E+00
1800 - 1900	3.73E-03	3.49E-03	2.45E-04	0.00E+00	0.00E+00
1900 - 2000	2.02E-03	1.89E-03	1.33E-04	0.00E+00	0.00E+00
2000 - 2100	3.35E-03	3.13E-03	2.20E-04	0.00E+00	0.00E+00
2100 - 2200	2.33E-03	2.18E-03	1.57E-04	0.00E+00	0.00E+00
2200 - 2300	1.67E-03	1.56E-03	1.10E-04	0.00E+00	0.00E+00
2300 - 2400	5.53E-03	5.16E-03	3.69E-04	0.00E+00	0.00E+00
	max:	5.2E-03	3.7E-04	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.7061	0.7178
0100 - 0200	0.1515	0.2455
0200 - 0300	0.0582	0.0573
0300 - 0400	0.1468	0.1433
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.5269	0.5394
0700 - 0800	0.8052	0.8191
0800 - 0900	0.7393	0.7299
0900 - 1000	0.4091	0.4206
1000 - 1100	0.5234	0.5154
1100 - 1200	0.7810	0.7678
1200 - 1300	0.7481	0.7476
1300 - 1400	0.7947	0.7888
1400 - 1500	0.6618	0.6580
1500 - 1600	0.4902	0.4832
1600 - 1700	0.4513	0.4521
1700 - 1800	0.6785	0.6676
1800 - 1900	0.6757	0.6656
1900 - 2000	0.3655	0.3612
2000 - 2100	0.6066	0.5962
2100 - 2200	0.4213	0.4254
2200 - 2300	0.3019	0.2971
2300 - 2400	1.0000	1.0000

Emission Inventory for AERMOD Model - Start Emission Outside Mody Road Bus Terminus (Year 2029 - Q4)

Mody Road Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Mody Road Bus Terminus									
Mody Road Bus Terminus	SE201	AREAPOLY	836155.6	817561.0	4.5	3.69	3.43	8.91E-07	6.36E-08
			836164.2	817559.6					
			836167.0	817565.8					
			836166.3	817581.8					
			836129.7	817587.2					
			836109.3	817457.7					
			836096.0	817364.8					
			836016.8	817330.5					
			835918.8	817310.6					
			835869.7	817308.5					
			835869.4	817299.1					
			835938.0	817300.9					
			836044.5	817328.4					
			836121.4	817362.1					
			836108.5	817387.3					
			836135.7	817577.5					
			836156.3	817575.4					
			836159.0	817566.0					
	SE202	AREAPOLY	836166.3	817581.8	4.2	3.69	3.43	7.65E-08	5.47E-09
			836167.0	817565.8					
			836164.2	817559.6					
			836155.6	817561.0					
			836159.0	817566.0					
			836156.3	817575.4					
			836128.4	817578.4					
			836115.3	817588.6					
			836153.7	817844.6					
			836212.9	818038.7					
			836222.8	818035.6					
			836165.6	817848.2					
			836128.2	817605.8					
			836129.7	817587.2					

Emission Inventory for AERMOD Model - Start Emission Outside Mody Road Bus Terminus (Year 2029 - Q4)

Mody Road Bus Terminus

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	3.91E-03	3.65E-03	2.65E-04	0.00E+00	0.00E+00
0100 - 0200	8.73E-04	7.82E-04	9.05E-05	0.00E+00	0.00E+00
0200 - 0300	3.21E-04	3.00E-04	2.11E-05	0.00E+00	0.00E+00
0300 - 0400	8.11E-04	7.58E-04	5.29E-05	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2.92E-03	2.72E-03	1.99E-04	0.00E+00	0.00E+00
0700 - 0800	4.46E-03	4.16E-03	3.02E-04	0.00E+00	0.00E+00
0800 - 0900	4.09E-03	3.82E-03	2.69E-04	0.00E+00	0.00E+00
0900 - 1000	2.27E-03	2.11E-03	1.55E-04	0.00E+00	0.00E+00
1000 - 1100	2.89E-03	2.70E-03	1.90E-04	0.00E+00	0.00E+00
1100 - 1200	4.32E-03	4.03E-03	2.83E-04	0.00E+00	0.00E+00
1200 - 1300	4.14E-03	3.86E-03	2.76E-04	0.00E+00	0.00E+00
1300 - 1400	4.39E-03	4.10E-03	2.91E-04	0.00E+00	0.00E+00
1400 - 1500	3.66E-03	3.42E-03	2.43E-04	0.00E+00	0.00E+00
1500 - 1600	2.71E-03	2.53E-03	1.78E-04	0.00E+00	0.00E+00
1600 - 1700	2.50E-03	2.33E-03	1.67E-04	0.00E+00	0.00E+00
1700 - 1800	3.75E-03	3.50E-03	2.46E-04	0.00E+00	0.00E+00
1800 - 1900	3.73E-03	3.49E-03	2.45E-04	0.00E+00	0.00E+00
1900 - 2000	2.02E-03	1.89E-03	1.33E-04	0.00E+00	0.00E+00
2000 - 2100	3.35E-03	3.13E-03	2.20E-04	0.00E+00	0.00E+00
2100 - 2200	2.33E-03	2.18E-03	1.57E-04	0.00E+00	0.00E+00
2200 - 2300	1.67E-03	1.56E-03	1.10E-04	0.00E+00	0.00E+00
2300 - 2400	5.53E-03	5.16E-03	3.69E-04	0.00E+00	0.00E+00
	max:	5.2E-03	3.7E-04	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.7061	0.7178
0100 - 0200	0.1515	0.2455
0200 - 0300	0.0582	0.0573
0300 - 0400	0.1468	0.1433
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.5269	0.5394
0700 - 0800	0.8052	0.8191
0800 - 0900	0.7393	0.7299
0900 - 1000	0.4091	0.4206
1000 - 1100	0.5234	0.5154
1100 - 1200	0.7810	0.7678
1200 - 1300	0.7481	0.7476
1300 - 1400	0.7947	0.7888
1400 - 1500	0.6618	0.6580
1500 - 1600	0.4902	0.4832
1600 - 1700	0.4513	0.4521
1700 - 1800	0.6785	0.6676
1800 - 1900	0.6757	0.6656
1900 - 2000	0.3655	0.3612
2000 - 2100	0.6066	0.5962
2100 - 2200	0.4213	0.4254
2200 - 2300	0.3019	0.2971
2300 - 2400	1.0000	1.0000

Emission Inventory for AERMOD Model - Start Emission Outside Ashley Road Public Light Bus Terminus (Year 2029 - Q1)

Ashley Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Ashley Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))									
Ashley Road Public Light Bus Terminus - PLB (Diesel)	SE301	AREAPOLY	835369.3	817960.4	8.7	2.55	2.37	2.63E-08	1.02E-08
			835359.8	818003.3					
			835368.5	818003.3					
			835380.8	817956.5					
			835400.2	817923.8					
			835465.0	817845.5					
			835486.6	817803.3					
			835583.7	817487.2					
			835582.6	817479.6					
			835606.1	817401.9					
			835624.8	817401.8					
			835627.0	817403.7					
			835637.2	817403.7					
			835625.7	817394.9					
			835597.1	817394.8					
			835572.6	817488.7					
			835558.1	817533.7					
			835555.7	817554.7					
			835479.1	817793.9					
			835475.2	817811.9					
			835458.8	817841.9					
			835411.0	817898.6					
			835398.5	817902.7					
Ashley Road Public Light Bus Terminus - PLB (LPG)	SE311	AREAPOLY	835578.6	817504.0	4.5	2.55	2.37	7.83E-07	4.03E-09
			835568.5	817501.4					
			835572.6	817488.7					
			835597.1	817394.8					
			835625.7	817394.9					
			835637.2	817403.7					
			835627.0	817403.7					
			835624.8	817401.8					
			835606.1	817401.9					
			835582.6	817479.6					
			835583.7	817487.2					
			835578.6	817504.0					

Emission Inventory for AERMOD Model - Start Emission Outside Ashley Road Public Light Bus Terminus (Year 2029 - Q1)

Ashley Road Public Light Bus Terminus - PLB (Diesel)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	2.73E-05	1.97E-05	7.63E-06	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	2.19E-04	1.58E-04	6.14E-05	0.00E+00	0.00E+00
1300 - 1400	1.94E-04	1.39E-04	5.42E-05	0.00E+00	0.00E+00
1400 - 1500	3.28E-05	2.36E-05	9.20E-06	0.00E+00	0.00E+00
1500 - 1600	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1600 - 1700	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1700 - 1800	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	5.53E-06	3.97E-06	1.56E-06	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	7.71E-05	5.55E-05	2.16E-05	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	1.6E-04	6.1E-05	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.1247	0.1244
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	1.0000	1.0000
1300 - 1400	0.8835	0.8832
1400 - 1500	0.1498	0.1498
1500 - 1600	0.0821	0.0819
1600 - 1700	0.0821	0.0819
1700 - 1800	0.0821	0.0819
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0251	0.0255
2000 - 2100	0.0000	0.0000
2100 - 2200	0.3516	0.3517
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Ashley Road Public Light Bus Terminus (Year 2029 - Q1)

Ashley Road Public Light Bus Terminus - PLB (LPG)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	9.53E-04	9.48E-04	4.88E-06	0.00E+00	0.00E+00
1400 - 1500	3.48E-04	3.47E-04	1.78E-06	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	5.68E-04	5.65E-04	2.91E-06	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	9.5E-04	4.9E-06	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	1.0000	1.0000
1400 - 1500	0.3656	0.3644
1500 - 1600	0.0000	0.0000
1600 - 1700	0.5958	0.5960
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Ashley Road Public Light Bus Terminus (Year 2029 - Q2)

Ashley Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Ashley Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))									
Ashley Road Public Light Bus Terminus - PLB (Diesel)	SE301	AREAPOLY	835369.3	817960.4	8.7	2.55	2.37	2.63E-08	1.02E-08
			835359.8	818003.3					
			835368.5	818003.3					
			835380.8	817956.5					
			835400.2	817923.8					
			835465.0	817845.5					
			835486.6	817803.3					
			835583.7	817487.2					
			835582.6	817479.6					
			835606.1	817401.9					
			835624.8	817401.8					
			835627.0	817403.7					
			835637.2	817403.7					
			835625.7	817394.9					
			835597.1	817394.8					
			835572.6	817488.7					
			835558.1	817533.7					
			835555.7	817554.7					
			835479.1	817793.9					
			835475.2	817811.9					
			835458.8	817841.9					
			835411.0	817898.6					
			835398.5	817902.7					
Ashley Road Public Light Bus Terminus - PLB (LPG)	SE311	AREAPOLY	835578.6	817504.0	4.5	2.55	2.37	7.21E-07	3.72E-09
			835568.5	817501.4					
			835572.6	817488.7					
			835597.1	817394.8					
			835625.7	817394.9					
			835637.2	817403.7					
			835627.0	817403.7					
			835624.8	817401.8					
			835606.1	817401.9					
			835582.6	817479.6					
			835583.7	817487.2					
			835578.6	817504.0					

Emission Inventory for AERMOD Model - Start Emission Outside Ashley Road Public Light Bus Terminus (Year 2029 - Q2)

Ashley Road Public Light Bus Terminus - PLB (Diesel)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	2.73E-05	1.97E-05	7.63E-06	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	2.19E-04	1.58E-04	6.14E-05	0.00E+00	0.00E+00
1300 - 1400	1.94E-04	1.39E-04	5.42E-05	0.00E+00	0.00E+00
1400 - 1500	3.28E-05	2.36E-05	9.20E-06	0.00E+00	0.00E+00
1500 - 1600	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1600 - 1700	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1700 - 1800	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	5.53E-06	3.97E-06	1.56E-06	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	7.71E-05	5.55E-05	2.16E-05	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	1.6E-04	6.1E-05	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.1247	0.1244
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	1.0000	1.0000
1300 - 1400	0.8835	0.8832
1400 - 1500	0.1498	0.1498
1500 - 1600	0.0821	0.0819
1600 - 1700	0.0821	0.0819
1700 - 1800	0.0821	0.0819
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0251	0.0255
2000 - 2100	0.0000	0.0000
2100 - 2200	0.3516	0.3517
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Ashley Road Public Light Bus Terminus (Year 2029 - Q2)

Ashley Road Public Light Bus Terminus - PLB (LPG)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	8.79E-04	8.74E-04	4.51E-06	0.00E+00	0.00E+00
1400 - 1500	3.17E-04	3.16E-04	1.62E-06	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	5.21E-04	5.18E-04	2.67E-06	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	8.7E-04	4.5E-06	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	1.0000	1.0000
1400 - 1500	0.3612	0.3589
1500 - 1600	0.0000	0.0000
1600 - 1700	0.5930	0.5920
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Ashley Road Public Light Bus Terminus (Year 2029 - Q3)

Ashley Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Ashley Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))									
Ashley Road Public Light Bus Terminus - PLB (Diesel)	SE301	AREAPOLY	835369.3	817960.4	8.7	2.55	2.37	2.63E-08	1.02E-08
			835359.8	818003.3					
			835368.5	818003.3					
			835380.8	817956.5					
			835400.2	817923.8					
			835465.0	817845.5					
			835486.6	817803.3					
			835583.7	817487.2					
			835582.6	817479.6					
			835606.1	817401.9					
			835624.8	817401.8					
			835627.0	817403.7					
			835637.2	817403.7					
			835625.7	817394.9					
			835597.1	817394.8					
			835572.6	817488.7					
			835558.1	817533.7					
			835555.7	817554.7					
			835479.1	817793.9					
			835475.2	817811.9					
			835458.8	817841.9					
			835411.0	817898.6					
			835398.5	817902.7					
Ashley Road Public Light Bus Terminus - PLB (LPG)	SE311	AREAPOLY	835578.6	817504.0	4.5	2.55	2.37	6.89E-07	3.55E-09
			835568.5	817501.4					
			835572.6	817488.7					
			835597.1	817394.8					
			835625.7	817394.9					
			835637.2	817403.7					
			835627.0	817403.7					
			835624.8	817401.8					
			835606.1	817401.9					
			835582.6	817479.6					
			835583.7	817487.2					
			835578.6	817504.0					

Emission Inventory for AERMOD Model - Start Emission Outside Ashley Road Public Light Bus Terminus (Year 2029 - Q3)

Ashley Road Public Light Bus Terminus - PLB (Diesel)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	2.73E-05	1.97E-05	7.63E-06	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	2.19E-04	1.58E-04	6.14E-05	0.00E+00	0.00E+00
1300 - 1400	1.94E-04	1.39E-04	5.42E-05	0.00E+00	0.00E+00
1400 - 1500	3.28E-05	2.36E-05	9.19E-06	0.00E+00	0.00E+00
1500 - 1600	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1600 - 1700	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1700 - 1800	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	5.53E-06	3.97E-06	1.56E-06	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	7.71E-05	5.55E-05	2.16E-05	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	1.6E-04	6.1E-05	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.1247	0.1244
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	1.0000	1.0000
1300 - 1400	0.8835	0.8832
1400 - 1500	0.1498	0.1498
1500 - 1600	0.0821	0.0818
1600 - 1700	0.0821	0.0818
1700 - 1800	0.0821	0.0818
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0252	0.0255
2000 - 2100	0.0000	0.0000
2100 - 2200	0.3516	0.3517
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Ashley Road Public Light Bus Terminus (Year 2029 - Q3)

Ashley Road Public Light Bus Terminus - PLB (LPG)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	8.39E-04	8.35E-04	4.30E-06	0.00E+00	0.00E+00
1400 - 1500	3.01E-04	2.99E-04	1.54E-06	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	4.96E-04	4.94E-04	2.54E-06	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	8.4E-04	4.3E-06	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	1.0000	1.0000
1400 - 1500	0.3585	0.3579
1500 - 1600	0.0000	0.0000
1600 - 1700	0.5913	0.5903
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Ashley Road Public Light Bus Terminus (Year 2029 - Q4)

Ashley Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Ashley Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))									
Ashley Road Public Light Bus Terminus - PLB (Diesel)	SE301	AREAPOLY	835369.3	817960.4	8.7	2.55	2.37	2.63E-08	1.02E-08
			835359.8	818003.3					
			835368.5	818003.3					
			835380.8	817956.5					
			835400.2	817923.8					
			835465.0	817845.5					
			835486.6	817803.3					
			835583.7	817487.2					
			835582.6	817479.6					
			835606.1	817401.9					
			835624.8	817401.8					
			835627.0	817403.7					
			835637.2	817403.7					
			835625.7	817394.9					
			835597.1	817394.8					
			835572.6	817488.7					
			835558.1	817533.7					
			835555.7	817554.7					
			835479.1	817793.9					
			835475.2	817811.9					
			835458.8	817841.9					
			835411.0	817898.6					
			835398.5	817902.7					
Ashley Road Public Light Bus Terminus - PLB (LPG)	SE311	AREAPOLY	835578.6	817504.0	4.5	2.55	2.37	7.92E-07	4.07E-09
			835568.5	817501.4					
			835572.6	817488.7					
			835597.1	817394.8					
			835625.7	817394.9					
			835637.2	817403.7					
			835627.0	817403.7					
			835624.8	817401.8					
			835606.1	817401.9					
			835582.6	817479.6					
			835583.7	817487.2					
			835578.6	817504.0					

Emission Inventory for AERMOD Model - Start Emission Outside Ashley Road Public Light Bus Terminus (Year 2029 - Q4)

Ashley Road Public Light Bus Terminus - PLB (Diesel)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	2.73E-05	1.97E-05	7.63E-06	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	2.19E-04	1.58E-04	6.14E-05	0.00E+00	0.00E+00
1300 - 1400	1.94E-04	1.39E-04	5.42E-05	0.00E+00	0.00E+00
1400 - 1500	3.28E-05	2.36E-05	9.20E-06	0.00E+00	0.00E+00
1500 - 1600	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1600 - 1700	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1700 - 1800	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	5.53E-06	3.97E-06	1.56E-06	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	7.71E-05	5.55E-05	2.16E-05	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	1.6E-04	6.1E-05	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.1247	0.1244
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	1.0000	1.0000
1300 - 1400	0.8835	0.8832
1400 - 1500	0.1498	0.1498
1500 - 1600	0.0821	0.0818
1600 - 1700	0.0821	0.0818
1700 - 1800	0.0821	0.0818
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0252	0.0255
2000 - 2100	0.0000	0.0000
2100 - 2200	0.3516	0.3517
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Ashley Road Public Light Bus Terminus (Year 2029 - Q4)

Ashley Road Public Light Bus Terminus - PLB (LPG)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	9.64E-04	9.60E-04	4.93E-06	0.00E+00	0.00E+00
1400 - 1500	3.53E-04	3.51E-04	1.81E-06	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	5.75E-04	5.72E-04	2.94E-06	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	9.6E-04	4.9E-06	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	1.0000	1.0000
1400 - 1500	0.3662	0.3659
1500 - 1600	0.0000	0.0000
1600 - 1700	0.5962	0.5950
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Hankow Road Public Light Bus Terminus (Year 2029 - Q1)

Hankow Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Hankow Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))									
Hankow Road Public Light Bus Terminus - PLB (Diesel)	SE401	AREAPOLY	835640.3	817312.5	4.0	2.55	2.37	0.00E+00	0.00E+00
			835622.8	817379.3					
			835630.6	817388.6					
			835693.4	817396.1					
			835691.0	817419.1					
			835682.9	817418.9					
			835683.8	817407.5					
			835635.8	817401.0					
			835611.3	817384.7					
			835632.2	817300.3					
			835896.3	817319.0					
			835916.5	817329.0					
			835949.5	817331.7					
			836050.8	817359.0					
			836075.8	817369.7					
			836088.9	817397.1					
			836100.7	817414.7					
			836104.5	817443.4					
			836094.7	817446.0					
			836092.1	817428.3					
			836083.6	817399.1					
			836070.8	817377.5					
			836043.3	817370.2					
			835980.2	817346.8					
			835928.7	817337.2					
Hankow Road Public Light Bus Terminus - PLB (LPG)	SE411	AREAPOLY	835633.7	817337.6	4.1	2.55	2.37	0.00E+00	0.00E+00
			835622.8	817379.3					
			835630.6	817388.6					
			835693.4	817396.1					
			835691.0	817419.1					
			835682.9	817418.9					
			835683.8	817407.5					
			835635.8	817401.0					
			835611.3	817384.7					
			835623.6	817335.1					
			835633.808	817337.6653					

Note:

The information (i.e. no start emission) is provided by the Project Traffic Consultant based on observation during traffic survey. According to Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap. 611), Green Minibuses (GMBs) are exempted from the idling prohibition for the first two GMBs on a particular scheduled service at a GMB stand. Therefore, there is no start emission rate outside Hankow Road PLB terminus for both diesel and LPG vehicles, so the area sources SE401 and SE411 would not be included in AERMOD model.

Emission Inventory for AERMOD Model - Start Emission Outside Hankow Road Public Light Bus Terminus (Year 2029 - Q1)

Hankow Road Public Light Bus Terminus - PLB (Diesel)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Hankow Road Public Light Bus Terminus (Year 2029 - Q1)

Hankow Road Public Light Bus Terminus - PLB (LPG)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Hankow Road Public Light Bus Terminus (Year 2029 - Q2)

Hankow Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Hankow Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))									
Hankow Road Public Light Bus Terminus - PLB (Diesel)	SE401	AREAPOLY	835640.3	817312.5	4.0	2.55	2.37	0.00E+00	0.00E+00
			835622.8	817379.3					
			835630.6	817388.6					
			835693.4	817396.1					
			835691.0	817419.1					
			835682.9	817418.9					
			835683.8	817407.5					
			835635.8	817401.0					
			835611.3	817384.7					
			835632.2	817300.3					
			835896.3	817319.0					
			835916.5	817329.0					
			835949.5	817331.7					
			836050.8	817359.0					
			836075.8	817369.7					
			836088.9	817397.1					
			836100.7	817414.7					
			836104.5	817443.4					
			836094.7	817446.0					
			836092.1	817428.3					
			836083.6	817399.1					
			836070.8	817377.5					
			836043.3	817370.2					
			835980.2	817346.8					
			835928.7	817337.2					
Hankow Road Public Light Bus Terminus - PLB (LPG)	SE411	AREAPOLY	835633.7	817337.6	4.1	2.55	2.37	0.00E+00	0.00E+00
			835622.8	817379.3					
			835630.6	817388.6					
			835693.4	817396.1					
			835691.0	817419.1					
			835682.9	817418.9					
			835683.8	817407.5					
			835635.8	817401.0					
			835611.3	817384.7					
			835623.6	817335.1					
			835633.808	817337.6653					

Note:

The information (i.e. no start emission) is provided by the Project Traffic Consultant based on observation during traffic survey. According to Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap. 611), Green Minibuses (GMBs) are exempted from the idling prohibition for the first two GMBs on a particular scheduled service at a GMB stand. Therefore, there is no start emission rate outside Hankow Road PLB terminus for both diesel and LPG vehicles, so the area sources SE401 and SE411 would not be included in AERMOD model.

Emission Inventory for AERMOD Model - Start Emission Outside Hankow Road Public Light Bus Terminus (Year 2029 - Q2)

Hankow Road Public Light Bus Terminus - PLB (Diesel)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Hankow Road Public Light Bus Terminus (Year 2029 - Q2)

Hankow Road Public Light Bus Terminus - PLB (LPG)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Hankow Road Public Light Bus Terminus (Year 2029 - Q3)

Hankow Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Hankow Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))									
Hankow Road Public Light Bus Terminus - PLB (Diesel)	SE401	AREAPOLY	835640.3	817312.5	4.0	2.55	2.37	0.00E+00	0.00E+00
			835622.8	817379.3					
			835630.6	817388.6					
			835693.4	817396.1					
			835691.0	817419.1					
			835682.9	817418.9					
			835683.8	817407.5					
			835635.8	817401.0					
			835611.3	817384.7					
			835632.2	817300.3					
			835896.3	817319.0					
			835916.5	817329.0					
			835949.5	817331.7					
			836050.8	817359.0					
			836075.8	817369.7					
			836088.9	817397.1					
			836100.7	817414.7					
			836104.5	817443.4					
			836094.7	817446.0					
			836092.1	817428.3					
			836083.6	817399.1					
			836070.8	817377.5					
			836043.3	817370.2					
			835980.2	817346.8					
			835928.7	817337.2					
Hankow Road Public Light Bus Terminus - PLB (LPG)	SE411	AREAPOLY	835633.7	817337.6	4.1	2.55	2.37	0.00E+00	0.00E+00
			835622.8	817379.3					
			835630.6	817388.6					
			835693.4	817396.1					
			835691.0	817419.1					
			835682.9	817418.9					
			835683.8	817407.5					
			835635.8	817401.0					
			835611.3	817384.7					
			835623.6	817335.1					
			835633.808	817337.6653					

Note:

The information (i.e. no start emission) is provided by the Project Traffic Consultant based on observation during traffic survey. According to Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap. 611), Green Minibuses (GMBs) are exempted from the idling prohibition for the first two GMBs on a particular scheduled service at a GMB stand. Therefore, there is no start emission rate outside Hankow Road PLB terminus for both diesel and LPG vehicles, so the area sources SE401 and SE411 would not be included in AERMOD model.

Emission Inventory for AERMOD Model - Start Emission Outside Hankow Road Public Light Bus Terminus (Year 2029 - Q3)

Hankow Road Public Light Bus Terminus - PLB (Diesel)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Hankow Road Public Light Bus Terminus (Year 2029 - Q3)

Hankow Road Public Light Bus Terminus - PLB (LPG)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Hankow Road Public Light Bus Terminus (Year 2029 - Q4)

Hankow Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Hankow Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))									
Hankow Road Public Light Bus Terminus - PLB (Diesel)	SE401	AREAPOLY	835640.3	817312.5	4.0	2.55	2.37	0.00E+00	0.00E+00
			835622.8	817379.3					
			835630.6	817388.6					
			835693.4	817396.1					
			835691.0	817419.1					
			835682.9	817418.9					
			835683.8	817407.5					
			835635.8	817401.0					
			835611.3	817384.7					
			835632.2	817300.3					
			835896.3	817319.0					
			835916.5	817329.0					
			835949.5	817331.7					
			836050.8	817359.0					
			836075.8	817369.7					
			836088.9	817397.1					
			836100.7	817414.7					
			836104.5	817443.4					
			836094.7	817446.0					
			836092.1	817428.3					
			836083.6	817399.1					
			836070.8	817377.5					
			836043.3	817370.2					
			835980.2	817346.8					
			835928.7	817337.2					
Hankow Road Public Light Bus Terminus - PLB (LPG)	SE411	AREAPOLY	835633.7	817337.6	4.1	2.55	2.37	0.00E+00	0.00E+00
			835622.8	817379.3					
			835630.6	817388.6					
			835693.4	817396.1					
			835691.0	817419.1					
			835682.9	817418.9					
			835683.8	817407.5					
			835635.8	817401.0					
			835611.3	817384.7					
			835623.6	817335.1					
			835633.808	817337.6653					

Note:

The information (i.e. no start emission) is provided by the Project Traffic Consultant based on observation during traffic survey. According to Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap. 611), Green Minibuses (GMBs) are exempted from the idling prohibition for the first two GMBs on a particular scheduled service at a GMB stand. Therefore, there is no start emission rate outside Hankow Road PLB terminus for both diesel and LPG vehicles, so the area sources SE401 and SE411 would not be included in AERMOD model.

Emission Inventory for AERMOD Model - Start Emission Outside Hankow Road Public Light Bus Terminus (Year 2029 - Q4)

Hankow Road Public Light Bus Terminus - PLB (Diesel)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Hankow Road Public Light Bus Terminus (Year 2029 - Q4)

Hankow Road Public Light Bus Terminus - PLB (LPG)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Peking Road Public Light Bus Terminus (Year 2029 - Q1)

Peking Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Peking Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))									
Peking Road Public Light Bus Terminus - PLB (Diesel)	SE501	AREAPOLY	835437.7	817866.9	8.0	2.55	2.37	0.00E+00	0.00E+00
			835458.8	817841.9					
			835476.1	817803.7					
			835555.7	817554.7					
			835558.1	817533.7					
			835572.6	817488.7					
			835597.1	817394.8					
			835625.7	817394.9					
			835630.8	817388.6					
			835693.4	817396.1					
			835686.5	817484.7					
			835692.0	817493.8					
			835704.2	817495.7					
			835703.6	817500.8					
			835687.2	817498.0					
			835679.5	817485.8					
			835683.8	817407.5					
			835642.0	817401.9					
			835606.1	817401.9					
			835582.6	817479.6					
			835583.7	817487.2					
			835486.6	817803.3					
			835465.0	817845.5					
			835443.4	817871.7					
			835440.6	817869.4					
Peking Road Public Light Bus Terminus - PLB (LPG)	SE511	AREAPOLY	835649.9	817390.9	4.1	2.55	2.37	0.00E+00	0.00E+00
			835693.4	817396.1					
			835686.5	817484.7					
			835692.0	817493.8					
			835704.2	817495.7					
			835703.6	817500.8					
			835687.2	817498.0					
			835679.5	817485.8					
			835683.8	817407.5					
			835648.7	817402.7					

Note:

The information (i.e. no start emission) is provided by the Project Traffic Consultant based on observation during traffic survey. According to Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap. 611), Green Minibuses (GMBs) are exempted from the idling prohibition for the first two GMBs on a particular scheduled service at a GMB stand. Therefore, there is no start emission rate outside Peking Road PLB terminus for both diesel and LPG vehicles, so the area sources SE501 and SE511 would not be included in AERMOD model.

Emission Inventory for AERMOD Model - Start Emission Outside Peking Road Public Light Bus Terminus (Year 2029 - Q1)

Peking Road Public Light Bus Terminus - PLB (Diesel)
Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Peking Road Public Light Bus Terminus (Year 2029 - Q1)

Peking Road Public Light Bus Terminus - PLB (LPG)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Peking Road Public Light Bus Terminus (Year 2029 - Q2)

Peking Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Peking Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))									
Peking Road Public Light Bus Terminus - PLB (Diesel)	SE501	AREAPOLY	835437.7	817866.9	8.0	2.55	2.37	0.00E+00	0.00E+00
			835458.8	817841.9					
			835476.1	817803.7					
			835555.7	817554.7					
			835558.1	817533.7					
			835572.6	817488.7					
			835597.1	817394.8					
			835625.7	817394.9					
			835630.8	817388.6					
			835693.4	817396.1					
			835686.5	817484.7					
			835692.0	817493.8					
			835704.2	817495.7					
			835703.6	817500.8					
			835687.2	817498.0					
			835679.5	817485.8					
			835683.8	817407.5					
			835642.0	817401.9					
			835606.1	817401.9					
			835582.6	817479.6					
			835583.7	817487.2					
			835486.6	817803.3					
			835465.0	817845.5					
			835443.4	817871.7					
			835440.6	817869.4					
Peking Road Public Light Bus Terminus - PLB (LPG)	SE511	AREAPOLY	835649.9	817390.9	4.1	2.55	2.37	0.00E+00	0.00E+00
			835693.4	817396.1					
			835686.5	817484.7					
			835692.0	817493.8					
			835704.2	817495.7					
			835703.6	817500.8					
			835687.2	817498.0					
			835679.5	817485.8					
			835683.8	817407.5					
			835648.7	817402.7					

Note:

The information (i.e. no start emission) is provided by the Project Traffic Consultant based on observation during traffic survey. According to Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap. 611), Green Minibuses (GMBs) are exempted from the idling prohibition for the first two GMBs on a particular scheduled service at a GMB stand. Therefore, there is no start emission rate outside Peking Road PLB terminus for both diesel and LPG vehicles, so the area sources SE501 and SE511 would not be included in AERMOD model.

Emission Inventory for AERMOD Model - Start Emission Outside Peking Road Public Light Bus Terminus (Year 2029 - Q2)

Peking Road Public Light Bus Terminus - PLB (Diesel)
Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Peking Road Public Light Bus Terminus (Year 2029 - Q2)

Peking Road Public Light Bus Terminus - PLB (LPG)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Peking Road Public Light Bus Terminus (Year 2029 - Q3)

Peking Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Peking Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))									
Peking Road Public Light Bus Terminus - PLB (Diesel)	SE501	AREAPOLY	835437.7	817866.9	8.0	2.55	2.37	0.00E+00	0.00E+00
			835458.8	817841.9					
			835476.1	817803.7					
			835555.7	817554.7					
			835558.1	817533.7					
			835572.6	817488.7					
			835597.1	817394.8					
			835625.7	817394.9					
			835630.8	817388.6					
			835693.4	817396.1					
			835686.5	817484.7					
			835692.0	817493.8					
			835704.2	817495.7					
			835703.6	817500.8					
			835687.2	817498.0					
			835679.5	817485.8					
			835683.8	817407.5					
			835642.0	817401.9					
			835606.1	817401.9					
			835582.6	817479.6					
			835583.7	817487.2					
			835486.6	817803.3					
			835465.0	817845.5					
			835443.4	817871.7					
			835440.6	817869.4					
Peking Road Public Light Bus Terminus - PLB (LPG)	SE511	AREAPOLY	835649.9	817390.9	4.1	2.55	2.37	0.00E+00	0.00E+00
			835693.4	817396.1					
			835686.5	817484.7					
			835692.0	817493.8					
			835704.2	817495.7					
			835703.6	817500.8					
			835687.2	817498.0					
			835679.5	817485.8					
			835683.8	817407.5					
			835648.7	817402.7					

Note:

The information (i.e. no start emission) is provided by the Project Traffic Consultant based on observation during traffic survey. According to Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap. 611), Green Minibuses (GMBs) are exempted from the idling prohibition for the first two GMBs on a particular scheduled service at a GMB stand. Therefore, there is no start emission rate outside Peking Road PLB terminus for both diesel and LPG vehicles, so the area sources SE501 and SE511 would not be included in AERMOD model.

Emission Inventory for AERMOD Model - Start Emission Outside Peking Road Public Light Bus Terminus (Year 2029 - Q3)

Peking Road Public Light Bus Terminus - PLB (Diesel)
Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Peking Road Public Light Bus Terminus (Year 2029 - Q3)

Peking Road Public Light Bus Terminus - PLB (LPG)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Peking Road Public Light Bus Terminus (Year 2029 - Q4)

Peking Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
								NO	NO_2
	ID		(m)	(m)	(mPD)	(mAG)	(m)	($g/m^2/s$)	
Emission Outside Peking Road Public Light Bus Terminus (PLB Terminus including PLB (Diesel) & PLB (LPG))									
Peking Road Public Light Bus Terminus - PLB (Diesel)	SE501	AREAPOLY	835437.7	817866.9	8.0	2.55	2.37	0.00E+00	0.00E+00
			835458.8	817841.9					
			835476.1	817803.7					
			835555.7	817554.7					
			835558.1	817533.7					
			835572.6	817488.7					
			835597.1	817394.8					
			835625.7	817394.9					
			835630.8	817388.6					
			835693.4	817396.1					
			835686.5	817484.7					
			835692.0	817493.8					
			835704.2	817495.7					
			835703.6	817500.8					
			835687.2	817498.0					
			835679.5	817485.8					
			835683.8	817407.5					
			835642.0	817401.9					
			835606.1	817401.9					
			835582.6	817479.6					
			835583.7	817487.2					
			835486.6	817803.3					
			835465.0	817845.5					
			835443.4	817871.7					
			835440.6	817869.4					
Peking Road Public Light Bus Terminus - PLB (LPG)	SE511	AREAPOLY	835649.9	817390.9	4.1	2.55	2.37	0.00E+00	0.00E+00
			835693.4	817396.1					
			835686.5	817484.7					
			835692.0	817493.8					
			835704.2	817495.7					
			835703.6	817500.8					
			835687.2	817498.0					
			835679.5	817485.8					
			835683.8	817407.5					
			835648.7	817402.7					

Note:

The information (i.e. no start emission) is provided by the Project Traffic Consultant based on observation during traffic survey. According to Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap. 611), Green Minibuses (GMBs) are exempted from the idling prohibition for the first two GMBs on a particular scheduled service at a GMB stand. Therefore, there is no start emission rate outside Peking Road PLB terminus for both diesel and LPG vehicles, so the area sources SE501 and SE511 would not be included in AERMOD model.

Emission Inventory for AERMOD Model - Start Emission Outside Peking Road Public Light Bus Terminus (Year 2029 - Q4)

Peking Road Public Light Bus Terminus - PLB (Diesel)
Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Start Emission Outside Peking Road Public Light Bus Terminus (Year 2029 - Q4)

Peking Road Public Light Bus Terminus - PLB (LPG)

Hourly Profile for Emission

Hour	Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
	max:	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0000	0.0000
0200 - 0300	0.0000	0.0000
0300 - 0400	0.0000	0.0000
0400 - 0500	0.0000	0.0000
0500 - 0600	0.0000	0.0000
0600 - 0700	0.0000	0.0000
0700 - 0800	0.0000	0.0000
0800 - 0900	0.0000	0.0000
0900 - 1000	0.0000	0.0000
1000 - 1100	0.0000	0.0000
1100 - 1200	0.0000	0.0000
1200 - 1300	0.0000	0.0000
1300 - 1400	0.0000	0.0000
1400 - 1500	0.0000	0.0000
1500 - 1600	0.0000	0.0000
1600 - 1700	0.0000	0.0000
1700 - 1800	0.0000	0.0000
1800 - 1900	0.0000	0.0000
1900 - 2000	0.0000	0.0000
2000 - 2100	0.0000	0.0000
2100 - 2200	0.0000	0.0000
2200 - 2300	0.0000	0.0000
2300 - 2400	0.0000	0.0000

Emission Inventory for AERMOD Model - Emission from Nearby Bus Terminus and Public Light Bus Terminus (Year 2029 - Q1)

Bus Terminus and Public Light Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Exit Temperat	Exit Velocity	Stack Diameter	Szinit	Max. Hourly Emission Rate			
	ID		(m)	(m)	(mPD)	(mAG)	(K)	(m/s)	(m)	(m)	NO	NO2	RSP	FSP
											(g/s) / (g/m2/s)			
Emission inside Bus Terminus and Public Light Bus Terminus														
Star Ferry Bus Terminus	PTI101	AREAPOLY	835506.2	817288.7	3.8	3.7	-	-	-	3.48	1.33E-05	8.37E-07	4.29E-07	3.96E-07
			835510.6	817274.7										
			835518.0	817265.3										
			835513.3	817261.3										
			835506.0	817251.1										
			835499.9	817237.7										
			835496.1	817222.5										
			835493.3	817207.6										
			835482.9	817199.2										
			835471.1	817193.3										
			835463.9	817192.4										
			835457.3	817193.3										
			835449.9	817196.6										
			835443.5	817201.9										
			835412.5	817239.5										
			835426.1	817250.7										
			835442.2	817272.5										
			835443.3	817273.4										
			835444.6	817273.8										
Mody Road Bus Terminus (Side Opening)	PTI201	AREAPOLY	836134.5	817469.7	4.5	3.0	-	-	-	2.79	2.10E-04	1.34E-05	6.06E-06	5.61E-06
			836132.5	817469.8										
			836133.6	817497.2										
			836133.2	817502.5										
			836137.4	817536.9										
			836143.2	817545.2										
			836142.0	817562.4										
			836144.0	817562.4										
			836145.2	817544.6										
			836139.3	817536.2										
			836135.2	817502.5										
			836135.6	817497.3										
			836134.5	817469.7										
Mody Road Bus Terminus (Ventilation Exhaust)	PTI211	POINTHOR	836137.8	817532.5	4.5	6.0	0	3.5	5	-	3.98E-03	2.53E-04	1.15E-04	1.06E-04
	PTI212	POINTHOR	836136.9	817525.2	4.5	6.0	0	3.5	5	-	3.98E-03	2.53E-04	1.15E-04	1.06E-04
	PTI213	POINTHOR	836136.2	817518.9	4.5	6.0	0	3.5	5	-	3.98E-03	2.53E-04	1.15E-04	1.06E-04
	PTI214	POINTHOR	836135.8	817515.1	4.5	6.0	0	3.5	5	-	3.98E-03	2.53E-04	1.15E-04	1.06E-04
	PTI215	POINTHOR	836134.8	817507.9	4.5	6.0	0	3.5	5	-	3.98E-03	2.53E-04	1.15E-04	1.06E-04
	PTI216	POINTHOR	836134.3	817499.4	4.5	6.0	0	3.5	5	-	3.98E-03	2.53E-04	1.15E-04	1.06E-04
	PTI217	POINTHOR	836134.5	817496.1	4.5	6.0	0	3.5	5	-	3.98E-03	2.53E-04	1.15E-04	1.06E-04
	PTI218	POINTHOR	836134.2	817487.8	4.5	6.0	0	3.5	5	-	3.98E-03	2.53E-04	1.15E-04	1.06E-04
	PTI219	POINTHOR	836133.7	817479.1	4.5	6.0	0	3.5	5	-	3.98E-03	2.53E-04	1.15E-04	1.06E-04
	PTI220	POINTHOR	836133.7	817475.7	4.5	6.0	0	3.5	5	-	3.98E-03	2.53E-04	1.15E-04	1.06E-04
Ashley Road Public Light Bus Terminus	PTI301	AREAPOLY	835635.6	817404.5	4.4	2.6	-	-	-	2.37	3.99E-05	2.70E-06	1.97E-07	1.94E-07
			835632.7	817404.1										
			835629.5	817432.7										
			835632.5	817433.0										
Hankow Road Public Light Bus Terminus	PTI401	AREAPOLY	835693.4	817424.0	4.1	2.6	-	-	-	2.37	4.16E-05	3.34E-06	2.30E-07	2.26E-07
			835691.0	817419.1										
			835688.8	817419.0										
			835686.3	817453.2										
			835690.8	817453.5										
Peking Road Public Light Bus Terminus	PTI501	AREAPOLY	835704.7	817491.7	4.2	2.6	-	-	-	2.37	1.82E-05	1.41E-06	1.00E-07	9.89E-08
			835698.9	817494.5										
			835720.4	817496.6										
			835720.7	817493.6										

Notes:
[1] According to AERMOD Users Guide, 0.0K input for the exit temperature will be adjusted to match ambient temperature for each hour automatically in AERMOD

Emission Inventory for AERMOD Model - Emission from Nearby Bus Terminus and Public Light Bus Terminus (Year 2029 - Q1)

Hourly Profile for Emission

Star Ferry Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO_2	RSP	FSP
0000 - 0100	2.77E-02	2.60E-02	1.63E-03	8.38E-04	7.73E-04
0100 - 0200	4.13E-03	3.88E-03	2.43E-04	1.27E-04	1.17E-04
0200 - 0300	1.73E-03	1.63E-03	1.03E-04	5.05E-05	4.65E-05
0300 - 0400	1.79E-03	1.68E-03	1.06E-04	5.05E-05	4.65E-05
0400 - 0500	3.40E-03	3.20E-03	2.02E-04	5.05E-05	4.65E-05
0500 - 0600	4.24E-03	3.99E-03	2.51E-04	1.27E-04	1.17E-04
0600 - 0700	4.21E-02	3.96E-02	2.48E-03	1.27E-03	1.17E-03
0700 - 0800	4.76E-02	4.48E-02	2.81E-03	1.45E-03	1.34E-03
0800 - 0900	8.29E-02	7.80E-02	4.89E-03	2.52E-03	2.32E-03
0900 - 1000	6.15E-02	5.78E-02	3.63E-03	1.81E-03	1.67E-03
1000 - 1100	6.92E-02	6.51E-02	4.09E-03	2.03E-03	1.88E-03
1100 - 1200	6.35E-02	5.98E-02	3.75E-03	1.90E-03	1.76E-03
1200 - 1300	6.55E-02	6.17E-02	3.86E-03	1.98E-03	1.83E-03
1300 - 1400	7.93E-02	7.46E-02	4.68E-03	2.34E-03	2.16E-03
1400 - 1500	6.92E-02	6.51E-02	4.09E-03	2.08E-03	1.92E-03
1500 - 1600	7.04E-02	6.62E-02	4.16E-03	2.11E-03	1.94E-03
1600 - 1700	8.56E-02	8.06E-02	5.05E-03	2.59E-03	2.39E-03
1700 - 1800	8.28E-02	7.79E-02	4.89E-03	2.44E-03	2.25E-03
1800 - 1900	7.38E-02	6.95E-02	4.35E-03	2.24E-03	2.06E-03
1900 - 2000	5.70E-02	5.36E-02	3.36E-03	1.73E-03	1.59E-03
2000 - 2100	4.58E-02	4.31E-02	2.71E-03	1.37E-03	1.26E-03
2100 - 2200	4.46E-02	4.20E-02	2.63E-03	1.30E-03	1.20E-03
2200 - 2300	3.98E-02	3.74E-02	2.35E-03	1.14E-03	1.05E-03
2300 - 2400	2.96E-02	2.78E-02	1.75E-03	8.88E-04	8.19E-04
	max:	8.06E-02	5.05E-03	2.59E-03	2.39E-03

Hourly Profile			
NO	NO_2	RSP	FSP
0.3232	0.3233	0.3234	0.3233
0.0482	0.0481	0.0490	0.0490
0.0202	0.0204	0.0195	0.0195
0.0209	0.0211	0.0195	0.0195
0.0397	0.0399	0.0195	0.0195
0.0495	0.0496	0.0490	0.0490
0.4918	0.4918	0.4905	0.4906
0.5563	0.5558	0.5593	0.5593
0.9684	0.9673	0.9723	0.9725
0.7178	0.7177	0.6970	0.6970
0.8085	0.8089	0.7846	0.7846
0.7418	0.7429	0.7345	0.7344
0.7655	0.7651	0.7657	0.7657
0.9260	0.9265	0.9022	0.9023
0.8082	0.8088	0.8038	0.8037
0.8219	0.8231	0.8132	0.8132
1.0000	1.0000	1.0000	1.0000
0.9674	0.9681	0.9412	0.9412
0.8623	0.8620	0.8633	0.8633
0.6651	0.6648	0.6669	0.6669
0.5349	0.5356	0.5291	0.5290
0.5214	0.5216	0.5000	0.5000
0.4645	0.4653	0.4405	0.4404
0.3453	0.3458	0.3426	0.3425

Mody Road Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	1.76E-02	1.66E-02	1.05E-03	4.44E-04	4.09E-04
0100 - 0200	1.23E-02	1.16E-02	7.38E-04	1.56E-04	1.43E-04
0200 - 0300	1.08E-03	1.01E-03	6.40E-05	3.11E-05	2.87E-05
0300 - 0400	1.25E-03	1.17E-03	7.50E-05	3.11E-05	2.87E-05
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1.59E-02	1.50E-02	9.74E-04	4.42E-04	4.08E-04
0700 - 0800	2.55E-02	2.40E-02	1.56E-03	7.11E-04	6.56E-04
0800 - 0900	3.82E-02	3.59E-02	2.27E-03	1.05E-03	9.75E-04
0900 - 1000	4.24E-02	3.98E-02	2.53E-03	1.15E-03	1.06E-03
1000 - 1100	3.07E-02	2.89E-02	1.83E-03	8.34E-04	7.71E-04
1100 - 1200	3.28E-02	3.08E-02	1.96E-03	8.93E-04	8.26E-04
1200 - 1300	3.41E-02	3.21E-02	2.05E-03	9.36E-04	8.66E-04
1300 - 1400	3.25E-02	3.06E-02	1.98E-03	8.85E-04	8.18E-04
1400 - 1500	3.23E-02	3.04E-02	1.94E-03	8.77E-04	8.11E-04
1500 - 1600	2.68E-02	2.52E-02	1.60E-03	7.32E-04	6.77E-04
1600 - 1700	3.77E-02	3.54E-02	2.25E-03	1.02E-03	9.41E-04
1700 - 1800	3.29E-02	3.09E-02	1.96E-03	8.96E-04	8.29E-04
1800 - 1900	4.14E-02	3.89E-02	2.50E-03	1.12E-03	1.04E-03
1900 - 2000	3.38E-02	3.18E-02	2.03E-03	9.17E-04	8.49E-04
2000 - 2100	2.89E-02	2.71E-02	1.74E-03	7.79E-04	7.21E-04
2100 - 2200	3.66E-02	3.44E-02	2.19E-03	9.86E-04	9.13E-04
2200 - 2300	2.33E-02	2.19E-02	1.37E-03	6.28E-04	5.82E-04
2300 - 2400	2.45E-02	2.31E-02	1.46E-03	5.89E-04	5.45E-04
	max:	3.98E-02	2.53E-03	1.15E-03	1.06E-03

Hourly Profile			
NO	NO_2	RSP	FSP
0.4155	0.4133	0.3862	0.3848
0.2911	0.2917	0.1355	0.1348
0.0254	0.0253	0.0271	0.0270
0.0294	0.0296	0.0271	0.0270
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.3755	0.3847	0.3844	0.3835
0.6017	0.6148	0.6184	0.6170
0.9010	0.8979	0.9173	0.9161
1.0000	1.0000	1.0000	1.0000
0.7244	0.7230	0.7253	0.7249
0.7742	0.7733	0.7772	0.7764
0.8048	0.8098	0.8148	0.8137
0.7672	0.7812	0.7699	0.7690
0.7627	0.7677	0.7628	0.7623
0.6324	0.6325	0.6372	0.6367
0.8886	0.8903	0.8848	0.8848
0.7769	0.7755	0.7795	0.7789
0.9768	0.9887	0.9766	0.9762
0.7982	0.8031	0.7979	0.7979
0.6810	0.6892	0.6782	0.6778
0.8645	0.8666	0.8577	0.8578
0.5497	0.5418	0.5466	0.5466
0.5787	0.5750	0.5127	0.5123

Ashley Road Public Light Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
0700 - 0800	2.05E-03	1.87E-03	1.75E-04	1.14E-05	1.13E-05
0800 - 0900	3.66E-03	3.43E-03	2.32E-04	1.70E-05	1.67E-05
0900 - 1000	1.08E-03	9.81E-04	1.04E-04	6.64E-06	6.54E-06
1000 - 1100	1.07E-03	9.69E-04	9.96E-05	6.31E-06	6.22E-06
1100 - 1200	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
1200 - 1300	1.11E-03	9.99E-04	1.10E-04	6.98E-06	6.86E-06
1300 - 1400	1.27E-03	1.16E-03	1.15E-04	7.70E-06	7.55E-06
1400 - 1500	1.22E-03	1.11E-03	1.09E-04	7.37E-06	7.23E-06
1500 - 1600	1.08E-03	9.81E-04	1.04E-04	6.64E-06	6.54E-06
1600 - 1700	1.12E-03	1.04E-03	8.14E-05	5.85E-06	5.75E-06
1700 - 1800	1.08E-03	9.81E-04	1.04E-04	6.64E-06	6.54E-06
1800 - 1900	1.96E-03	1.81E-03	1.52E-04	1.03E-05	1.01E-05
1900 - 2000	9.10E-04	8.54E-04	5.60E-05	4.28E-06	4.21E-06
2000 - 2100	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
2100 - 2200	1.08E-03	9.81E-04	1.04E-04	6.64E-06	6.54E-06
2200 - 2300	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
2300 - 2400	8.68E-05	6.31E-05	2.37E-05	1.18E-06	1.16E-06
	max:	3.43E-03	2.32E-04	1.70E-05	1.67E-05

Hourly Profile			
NO	NO_2	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.4908	0.4489	0.4652	0.4653
0.5460	0.7554	0.6739	0.6737
1.0000	1.0000	1.0000	1.0000
0.2858	0.4459	0.3916	0.3907
0.2822	0.4288	0.3717	0.3716
0.4908	0.4489	0.4652	0.4653
0.2911	0.4731	0.4115	0.4098
0.3374	0.4970	0.4542	0.4510
0.3222	0.4694	0.4343	0.4319
0.2857	0.4457	0.3916	0.3907
0.3039	0.3507	0.3449	0.3433
0.2857	0.4457	0.3916	0.3907
0.5276	0.6533	0.6044	0.6042
0.2489	0.2412	0.2525	0.2517
0.4908	0.4489	0.4652	0.4653
0.2859	0.4465	0.3916	0.3907
0.4908	0.4489	0.4652	0.4653
0.0184	0.1022	0.0696	0.0695

Hankow Road Public Light Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2.30E-03	2.14E-03	1.57E-04	1.12E-05	1.10E-05
0700 - 0800	2.30E-03	2.14E-03	1.57E-04	1.12E-05	1.10E-05
0800 - 0900	3.50E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
0900 - 1000	4.49E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
1000 - 1100	4.49E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
1100 - 1200	3.61E-03	3.33E-03	2.79E-04	1.89E-05	1.86E-05
1200 - 1300	3.50E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
1300 - 1400	7.11E-03	6.58E-03	5.29E-04	3.64E-05	3.59E-05
1400 - 1500	4.81E-03	4.44E-03	3.72E-04	2.52E-05	2.49E-05
1500 - 1600	4.49E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
1600 - 1700	4.60E-03	4.29E-03	3.14E-04	2.23E-05	2.20E-05
1700 - 1800	4.71E-03	4.36E-03	3.43E-04	2.38E-05	2.34E-05
1800 - 1900	4.71E-03	4.36E-03	3.43E-04	2.38E-05	2.34E-05
1900 - 2000	4.49E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
2000 - 2100	4.49E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
2100 - 2200	4.60E-03	4.29E-03	3.14E-04	2.23E-05	2.20E-05
2200 - 2300	3.50E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
2300 - 2400	2.19E-03	2.07E-03	1.28E-04	9.70E-06	9.57E-06
	max:	6.58E-03	5.29E-04	3.64E-05	3.59E-05

Hourly Profile			
NO	NO_2	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.3255	0.2967	0.3067	0.3068
0.3255	0.2967	0.3067	0.3068
0.4941	0.4725	0.4800	0.4801
0.6392	0.5384	0.5735	0.5736
0.6392	0.5384	0.5735	0.5736
0.5059	0.5275	0.5200	0.5199
0.4941	0.4725	0.4800	0.4801
1.0000	1.0000	1.0000	1.0000
0.6745	0.7033	0.6933	0.6932
0.6392	0.5384	0.5735	0.5736
0.6510	0.5933	0.6134	0.6135
0.6627	0.6483	0.6534	0.6534
0.6627	0.6483	0.6534	0.6534
0.6392	0.5384	0.5735	0.5736
0.6392	0.5384	0.5735	0.5736
0.6510	0.5933	0.6134	0.6135
0.4941	0.4725	0.4800	0.4801
0.3137	0.2417	0.2668	0.2669

Peking Road Public Light Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	3.66E-05	2.66E-05	9.95E-06	5.09E-07	5.00E-07
0700 - 0800	7.83E-04	7.29E-04	5.38E-05	3.90E-06	3.84E-06
0800 - 0900	1.19E-03	1.11E-03	8.56E-05	6.10E-06	6.00E-06
0900 - 1000	8.56E-04	7.82E-04	7.37E-05	4.91E-06	4.84E-06
1000 - 1100	7.83E-04	7.29E-04	5.38E-05	3.90E-06	3.84E-06
1100 - 1200	7.83E-04	7.29E-04	5.38E-05	3.90E-06	3.84E-06
1200 - 1300	7.46E-04	7.02E-04	4.38E-05	3.39E-06	3.34E-06
1300 - 1400	7.83E-04	7.29E-04	5.38E-05	3.90E-06	3.84E-06
1400 - 1500	7.83E-04	7.29E-04	5.38E-05	3.90E-06	3.84E-06
1500 - 1600	8.56E-04	7.82E-04	7.37E-05	4.91E-06	4.84E-06
1600 - 1700	8.56E-04	7.82E-04	7.37E-05	4.91E-06	4.84E-06
1700 - 1800	8.56E-04	7.82E-04	7.37E-05	4.91E-06	4.84E-06
1800 - 1900	8.19E-04	7.56E-04	6.37E-05	4.41E-06	4.34E-06
1900 - 2000	1.16E-03	1.08E-03	7.57E-05	5.59E-06	5.50E-06
2000 - 2100	8.56E-04	7.82E-04	7.37E-05	4.91E-06	4.84E-06
2100 - 2200	7.83E-04	7.29E-04	5.38E-05	3.90E-06	3.84E-06
2200 - 2300	8.56E-04	7.82E-04	7.37E-05	4.91E-06	4.84E-06
2300 - 2400	4.46E-04	4.04E-04	4.18E-05	2.71E-06	2.67E-06
	max:	1.11E-03	8.56E-05	6.10E-06	6.00E-06

Hourly Profile			
NO	NO_2	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0241	0.1161	0.0834	0.0833
0.6586	0.6280	0.6389	0.6389
1.0000	1.0000	1.0000	1.0000
0.7068	0.8602	0.8056	0.8054
0.6586	0.6280	0.6389	0.6389
0.6586	0.6280	0.6389	0.6389
0.6346	0.5118	0.5555	0.5557
0.6586	0.6280	0.6389	0.6389
0.6586	0.6280	0.6389	0.6389
0.7068	0.8602	0.8056	0.8054
0.7068	0.8602	0.8056	0.8054
0.7068	0.8602	0.8056	0.8054
0.6827	0.7441	0.7223	0.7222
0.9759	0.8839	0.9166	0.9167
0.7068	0.8602	0.8056	0.8054
0.6586	0.6280	0.6389	0.6389
0.7068	0.8602	0.8056	0.8054
0.3654	0.4882	0.4445	0.4443

Emission Inventory for AERMOD Model - Emission from Nearby Bus Terminus and Public Light Bus Terminus (Year 2029 - Q2)

Bus Terminus and Public Light Bus Terminus	Source ID	Type	X (m)	Y (m)	Base Elevation (mPD)	Release Height (mAG)	Exit Temperat (K)	Exit Velocity (m/s)	Stack Diameter (m)	Szinit (m)	Max. Hourly Emission Rate (g/s) / (g/m2/s) NO	NO2	RSP	FSP
Emission inside Bus Terminus and Public Light Bus Terminus														
Star Ferry Bus Terminus	PTI101	AREAPOLY	835506.2	817288.7	3.8	3.7	-	-	-	3.48	1.26E-05	7.91E-07	4.29E-07	3.96E-07
			835510.6	817274.7										
			835518.0	817265.3										
			835513.3	817261.3										
			835506.0	817251.1										
			835499.9	817237.7										
			835496.1	817222.5										
			835493.3	817207.6										
			835482.9	817199.2										
			835471.1	817193.3										
			835463.9	817192.4										
			835457.3	817193.3										
			835449.9	817196.6										
			835443.5	817201.9										
			835412.5	817239.5										
			835426.1	817250.7										
			835442.2	817272.5										
			835443.3	817273.4										
			835444.6	817273.8										
Mody Road Bus Terminus (Side Opening)	PTI201	AREAPOLY	836134.5	817469.7	4.5	3.0	-	-	-	2.79	2.00E-04	1.27E-05	6.06E-06	5.61E-06
			836132.5	817469.8										
			836133.6	817497.2										
			836133.2	817502.5										
			836137.4	817536.9										
			836143.2	817545.2										
			836142.0	817562.4										
			836144.0	817562.4										
			836145.2	817544.6										
			836139.3	817536.2										
			836135.2	817502.5										
			836135.6	817497.3										
			836134.5	817469.7										
Mody Road Bus Terminus (Ventilation Exhaust)	PTI211	POINTHOR	836137.8	817532.5	4.5	6.0	0	3.5	5	-	3.80E-03	2.41E-04	1.15E-04	1.06E-04
	PTI212	POINTHOR	836136.9	817525.2	4.5	6.0	0	3.5	5	-	3.80E-03	2.41E-04	1.15E-04	1.06E-04
	PTI213	POINTHOR	836136.2	817518.9	4.5	6.0	0	3.5	5	-	3.80E-03	2.41E-04	1.15E-04	1.06E-04
	PTI214	POINTHOR	836135.8	817515.1	4.5	6.0	0	3.5	5	-	3.80E-03	2.41E-04	1.15E-04	1.06E-04
	PTI215	POINTHOR	836134.8	817507.9	4.5	6.0	0	3.5	5	-	3.80E-03	2.41E-04	1.15E-04	1.06E-04
	PTI216	POINTHOR	836134.3	817499.4	4.5	6.0	0	3.5	5	-	3.80E-03	2.41E-04	1.15E-04	1.06E-04
	PTI217	POINTHOR	836134.5	817496.1	4.5	6.0	0	3.5	5	-	3.80E-03	2.41E-04	1.15E-04	1.06E-04
	PTI218	POINTHOR	836134.2	817487.8	4.5	6.0	0	3.5	5	-	3.80E-03	2.41E-04	1.15E-04	1.06E-04
	PTI219	POINTHOR	836133.7	817479.1	4.5	6.0	0	3.5	5	-	3.80E-03	2.41E-04	1.15E-04	1.06E-04
	PTI220	POINTHOR	836133.7	817475.7	4.5	6.0	0	3.5	5	-	3.80E-03	2.41E-04	1.15E-04	1.06E-04
Ashley Road Public Light Bus Terminus	PTI301	AREAPOLY	835635.6	817404.5	4.4	2.6	-	-	-	2.37	3.98E-05	2.69E-06	1.97E-07	1.94E-07
			835632.7	817404.1										
			835629.5	817432.7										
			835632.5	817433.0										
Hankow Road Public Light Bus Terminus	PTI401	AREAPOLY	835693.4	817424.0	4.1	2.6	-	-	-	2.37	4.15E-05	3.33E-06	2.30E-07	2.26E-07
			835691.0	817419.1										
			835688.8	817419.0										
			835686.3	817453.2										
			835690.8	817453.5										
Peking Road Public Light Bus Terminus	PTI501	AREAPOLY	835704.7	817491.7	4.2	2.6	-	-	-	2.37	1.82E-05	1.41E-06	1.00E-07	9.89E-08
			835698.9	817494.5										
			835720.4	817496.6										
			835720.7	817493.6										

Notes:
[1] According to AERMOD Users Guide, 0.0K input for the exit temperature will be adjusted to match ambient temperature for each hour automatically in AERMOD

Emission Inventory for AERMOD Model - Emission from Nearby Bus Terminus and Public Light Bus Terminus (Year 2029 - Q2)

Hourly Profile for Emission

Star Ferry Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO_2	RSP	FSP
0000 - 0100	2.62E-02	2.46E-02	1.54E-03	8.38E-04	7.73E-04
0100 - 0200	3.90E-03	3.67E-03	2.30E-04	1.27E-04	1.17E-04
0200 - 0300	1.64E-03	1.54E-03	9.75E-05	5.05E-05	4.65E-05
0300 - 0400	1.70E-03	1.59E-03	1.01E-04	5.05E-05	4.65E-05
0400 - 0500	3.31E-03	3.11E-03	1.96E-04	5.05E-05	4.65E-05
0500 - 0600	4.01E-03	3.78E-03	2.37E-04	1.27E-04	1.17E-04
0600 - 0700	3.98E-02	3.75E-02	2.35E-03	1.27E-03	1.17E-03
0700 - 0800	4.50E-02	4.24E-02	2.65E-03	1.45E-03	1.34E-03
0800 - 0900	7.84E-02	7.38E-02	4.62E-03	2.52E-03	2.32E-03
0900 - 1000	5.82E-02	5.48E-02	3.43E-03	1.81E-03	1.67E-03
1000 - 1100	6.56E-02	6.17E-02	3.87E-03	2.03E-03	1.88E-03
1100 - 1200	6.01E-02	5.65E-02	3.55E-03	1.90E-03	1.76E-03
1200 - 1300	6.20E-02	5.83E-02	3.66E-03	1.98E-03	1.83E-03
1300 - 1400	7.51E-02	7.07E-02	4.43E-03	2.34E-03	2.16E-03
1400 - 1500	6.55E-02	6.16E-02	3.86E-03	2.08E-03	1.92E-03
1500 - 1600	6.66E-02	6.27E-02	3.93E-03	2.11E-03	1.94E-03
1600 - 1700	8.10E-02	7.62E-02	4.78E-03	2.59E-03	2.39E-03
1700 - 1800	7.84E-02	7.38E-02	4.63E-03	2.44E-03	2.25E-03
1800 - 1900	6.98E-02	6.57E-02	4.12E-03	2.24E-03	2.06E-03
1900 - 2000	5.38E-02	5.07E-02	3.18E-03	1.73E-03	1.59E-03
2000 - 2100	4.33E-02	4.08E-02	2.56E-03	1.37E-03	1.26E-03
2100 - 2200	4.23E-02	3.98E-02	2.50E-03	1.30E-03	1.20E-03
2200 - 2300	3.77E-02	3.55E-02	2.23E-03	1.14E-03	1.05E-03
2300 - 2400	2.80E-02	2.63E-02	1.65E-03	8.88E-04	8.19E-04
	max:	7.62E-02	4.78E-03	2.59E-03	2.39E-03

Hourly Profile			
NO	NO2	RSP	FSP
0.3232	0.3233	0.3234	0.3233
0.0481	0.0481	0.0490	0.0490
0.0203	0.0204	0.0195	0.0195
0.0209	0.0211	0.0195	0.0195
0.0409	0.0411	0.0195	0.0195
0.0496	0.0497	0.0490	0.0490
0.4919	0.4919	0.4905	0.4906
0.5561	0.5556	0.5593	0.5593
0.9682	0.9671	0.9723	0.9725
0.7190	0.7189	0.6970	0.6970
0.8099	0.8104	0.7846	0.7846
0.7422	0.7433	0.7345	0.7344
0.7655	0.7651	0.7657	0.7657
0.9274	0.9279	0.9022	0.9023
0.8085	0.8090	0.8038	0.8037
0.8224	0.8236	0.8132	0.8132
1.0000	1.0000	1.0000	1.0000
0.9689	0.9697	0.9412	0.9412
0.8623	0.8620	0.8633	0.8633
0.6650	0.6647	0.6669	0.6669
0.5352	0.5360	0.5291	0.5290
0.5226	0.5229	0.5000	0.5000
0.4658	0.4667	0.4405	0.4404
0.3454	0.3459	0.3426	0.3425

Mody Road Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	1.68E-02	1.58E-02	9.99E-04	4.44E-04	4.09E-04
0100 - 0200	1.21E-02	1.13E-02	7.22E-04	1.56E-04	1.43E-04
0200 - 0300	1.02E-03	9.59E-04	6.07E-05	3.11E-05	2.87E-05
0300 - 0400	1.19E-03	1.12E-03	7.17E-05	3.11E-05	2.87E-05
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1.51E-02	1.42E-02	9.26E-04	4.42E-04	4.08E-04
0700 - 0800	2.43E-02	2.28E-02	1.48E-03	7.11E-04	6.56E-04
0800 - 0900	3.63E-02	3.42E-02	2.16E-03	1.05E-03	9.75E-04
0900 - 1000	4.04E-02	3.80E-02	2.41E-03	1.15E-03	1.06E-03
1000 - 1100	2.92E-02	2.75E-02	1.74E-03	8.34E-04	7.71E-04
1100 - 1200	3.12E-02	2.94E-02	1.87E-03	8.93E-04	8.26E-04
1200 - 1300	3.25E-02	3.05E-02	1.95E-03	9.36E-04	8.66E-04
1300 - 1400	3.10E-02	2.91E-02	1.88E-03	8.85E-04	8.18E-04
1400 - 1500	3.08E-02	2.90E-02	1.85E-03	8.77E-04	8.11E-04
1500 - 1600	2.55E-02	2.40E-02	1.53E-03	7.32E-04	6.77E-04
1600 - 1700	3.59E-02	3.38E-02	2.15E-03	1.02E-03	9.41E-04
1700 - 1800	3.14E-02	2.95E-02	1.87E-03	8.96E-04	8.29E-04
1800 - 1900	3.95E-02	3.71E-02	2.39E-03	1.12E-03	1.04E-03
1900 - 2000	3.23E-02	3.03E-02	1.94E-03	9.17E-04	8.49E-04
2000 - 2100	2.75E-02	2.59E-02	1.66E-03	7.79E-04	7.21E-04
2100 - 2200	3.49E-02	3.28E-02	2.09E-03	9.86E-04	9.13E-04
2200 - 2300	2.22E-02	2.09E-02	1.31E-03	6.28E-04	5.82E-04
2300 - 2400	2.35E-02	2.21E-02	1.40E-03	5.89E-04	5.45E-04
	max:	3.80E-02	2.41E-03	1.15E-03	1.06E-03

Hourly Profile			
NO	NO2	RSP	FSP
0.4161	0.4141	0.3862	0.3848
0.2983	0.2990	0.1355	0.1348
0.0252	0.0251	0.0271	0.0270
0.0294	0.0297	0.0271	0.0270
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.3744	0.3837	0.3844	0.3835
0.5999	0.6130	0.6184	0.6170
0.8995	0.8966	0.9173	0.9161
1.0000	1.0000	1.0000	1.0000
0.7241	0.7229	0.7253	0.7249
0.7735	0.7728	0.7772	0.7764
0.8037	0.8088	0.8148	0.8137
0.7665	0.7807	0.7699	0.7690
0.7624	0.7674	0.7628	0.7623
0.6319	0.6321	0.6372	0.6367
0.8888	0.8905	0.8848	0.8848
0.7764	0.7751	0.7795	0.7789
0.9765	0.9886	0.9766	0.9762
0.7982	0.8032	0.7979	0.7979
0.6809	0.6893	0.6782	0.6778
0.8649	0.8670	0.8577	0.8578
0.5499	0.5420	0.5466	0.5466
0.5818	0.5782	0.5127	0.5123

Ashley Road Public Light Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
0700 - 0800	2.04E-03	1.87E-03	1.75E-04	1.14E-05	1.13E-05
0800 - 0900	3.66E-03	3.43E-03	2.31E-04	1.70E-05	1.67E-05
0900 - 1000	1.08E-03	9.78E-04	1.03E-04	6.64E-06	6.54E-06
1000 - 1100	1.07E-03	9.66E-04	9.93E-05	6.31E-06	6.22E-06
1100 - 1200	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
1200 - 1300	1.11E-03	9.96E-04	1.09E-04	6.98E-06	6.86E-06
1300 - 1400	1.26E-03	1.15E-03	1.15E-04	7.70E-06	7.55E-06
1400 - 1500	1.21E-03	1.10E-03	1.09E-04	7.37E-06	7.23E-06
1500 - 1600	1.08E-03	9.78E-04	1.03E-04	6.64E-06	6.54E-06
1600 - 1700	1.12E-03	1.04E-03	8.10E-05	5.85E-06	5.75E-06
1700 - 1800	1.08E-03	9.78E-04	1.03E-04	6.64E-06	6.54E-06
1800 - 1900	1.96E-03	1.81E-03	1.51E-04	1.03E-05	1.01E-05
1900 - 2000	9.08E-04	8.52E-04	5.58E-05	4.28E-06	4.21E-06
2000 - 2100	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
2100 - 2200	1.08E-03	9.78E-04	1.03E-04	6.64E-06	6.54E-06
2200 - 2300	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
2300 - 2400	8.63E-05	6.26E-05	2.37E-05	1.18E-06	1.16E-06
	max:	3.43E-03	2.31E-04	1.70E-05	1.67E-05

Hourly Profile			
NO	NO2	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.4909	0.4489	0.4652	0.4653
0.5457	0.7556	0.6739	0.6737
1.0000	1.0000	1.0000	1.0000
0.2854	0.4457	0.3916	0.3907
0.2820	0.4289	0.3717	0.3716
0.4909	0.4489	0.4652	0.4653
0.2906	0.4728	0.4115	0.4098
0.3355	0.4961	0.4542	0.4510
0.3212	0.4688	0.4343	0.4319
0.2854	0.4456	0.3916	0.3907
0.3028	0.3502	0.3449	0.3433
0.2854	0.4456	0.3916	0.3907
0.5274	0.6534	0.6044	0.6042
0.2488	0.2409	0.2525	0.2517
0.4909	0.4489	0.4652	0.4653
0.2856	0.4464	0.3916	0.3907
0.4909	0.4489	0.4652	0.4653
0.0183	0.1022	0.0696	0.0695

Hankow Road Public Light Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2.29E-03	2.14E-03	1.56E-04	1.12E-05	1.10E-05
0700 - 0800	2.29E-03	2.14E-03	1.56E-04	1.12E-05	1.10E-05
0800 - 0900	3.50E-03	3.25E-03	2.49E-04	1.75E-05	1.72E-05
0900 - 1000	4.48E-03	4.20E-03	2.84E-04	2.09E-05	2.06E-05
1000 - 1100	4.48E-03	4.20E-03	2.84E-04	2.09E-05	2.06E-05
1100 - 1200	3.60E-03	3.32E-03	2.78E-04	1.89E-05	1.86E-05
1200 - 1300	3.50E-03	3.25E-03	2.49E-04	1.75E-05	1.72E-05
1300 - 1400	7.10E-03	6.57E-03	5.27E-04	3.64E-05	3.59E-05
1400 - 1500	4.80E-03	4.43E-03	3.71E-04	2.52E-05	2.49E-05
1500 - 1600	4.48E-03	4.20E-03	2.84E-04	2.09E-05	2.06E-05
1600 - 1700	4.59E-03	4.28E-03	3.13E-04	2.23E-05	2.20E-05
1700 - 1800	4.70E-03	4.35E-03	3.42E-04	2.38E-05	2.34E-05
1800 - 1900	4.70E-03	4.35E-03	3.42E-04	2.38E-05	2.34E-05
1900 - 2000	4.48E-03	4.20E-03	2.84E-04	2.09E-05	2.06E-05
2000 - 2100	4.48E-03	4.20E-03	2.84E-04	2.09E-05	2.06E-05
2100 - 2200	4.59E-03	4.28E-03	3.13E-04	2.23E-05	2.20E-05
2200 - 2300	3.50E-03	3.25E-03	2.49E-04	1.75E-05	1.72E-05
2300 - 2400	2.19E-03	2.06E-03	1.27E-04	9.70E-06	9.57E-06
	max:	6.57E-03	5.27E-04	3.64E-05	3.59E-05

Hourly Profile			
NO	NO2	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.3255	0.2967	0.3067	0.3068
0.3255	0.2967	0.3067	0.3068
0.4941	0.4725	0.4800	0.4801
0.6394	0.5383	0.5735	0.5736
0.6394	0.5383	0.5735	0.5736
0.5059	0.5275	0.5200	0.5199
0.4941	0.4725	0.4800	0.4801
1.0000	1.0000	1.0000	1.0000
0.6745	0.7033	0.6933	0.6932
0.6394	0.5383	0.5735	0.5736
0.6511	0.5933	0.6134	0.6135
0.6628	0.6483	0.6534	0.6534
0.6628	0.6483	0.6534	0.6534
0.6394	0.5383	0.5735	0.5736
0.6394	0.5383	0.5735	0.5736
0.6511	0.5933	0.6134	0.6135
0.4941	0.4725	0.4800	0.4801
0.3138	0.2416	0.2668	0.2669

Peking Road Public Light Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	3.63E-05	2.64E-05	9.91E-06	5.09E-07	5.00E-07
0700 - 0800	7.81E-04	7.27E-04	5.36E-05	3.90E-06	3.84E-06
0800 - 0900	1.19E-03	1.10E-03	8.53E-05	6.10E-06	6.00E-06
0900 - 1000	8.53E-04	7.80E-04	7.34E-05	4.91E-06	4.84E-06
1000 - 1100	7.81E-04	7.27E-04	5.36E-05	3.90E-06	3.84E-06
1100 - 1200	7.81E-04	7.27E-04	5.36E-05	3.90E-06	3.84E-06
1200 - 1300	7.44E-04	7.01E-04	4.37E-05	3.39E-06	3.34E-06
1300 - 1400	7.81E-04	7.27E-04	5.36E-05	3.90E-06	3.84E-06
1400 - 1500	7.81E-04	7.27E-04	5.36E-05	3.90E-06	3.84E-06
1500 - 1600	8.53E-04	7.80E-04	7.34E-05	4.91E-06	4.84E-06
1600 - 1700	8.53E-04	7.80E-04	7.34E-05	4.91E-06	4.84E-06
1700 - 1800	8.53E-04	7.80E-04	7.34E-05	4.91E-06	4.84E-06
1800 - 1900	8.17E-04	7.54E-04	6.35E-05	4.41E-06	4.34E-06
1900 - 2000	1.15E-03	1.08E-03	7.54E-05	5.59E-06	5.50E-06
2000 - 2100	8.53E-04	7.80E-04	7.34E-05	4.91E-06	4.84E-06
2100 - 2200	7.81E-04	7.27E-04	5.36E-05	3.90E-06	3.84E-06
2200 - 2300	8.53E-04	7.80E-04	7.34E-05	4.91E-06	4.84E-06
2300 - 2400	4.45E-04	4.03E-04	4.17E-05	2.71E-06	2.67E-06
	max:	1.10E-03	8.53E-05	6.10E-06	6.00E-06

Hourly Profile			
NO	NO2	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0239	0.1162	0.0834	0.0833
0.6587	0.6279	0.6389	0.6389
1.0000	1.0000	1.0000	1.0000
0.7065	0.8603	0.8056	0.8054
0.6587	0.6279	0.6389	0.6389
0.6587	0.6279	0.6389	0.6389
0.6348	0.5117	0.5555	0.5557
0.6587	0.6279	0.6389	0.6389
0.6587	0.6279	0.6389	0.6389
0.7065	0.8603	0.8056	0.8054
0.7065	0.8603	0.8056	0.8054
0.7065	0.8603	0.8056	0.8054
0.6826	0.7441	0.7223	0.7222
0.9761	0.8838	0.9166	0.9167
0.7065	0.8603	0.8056	0.8054
0.6587	0.6279	0.6389	0.6389
0.7065	0.8603	0.8056	0.8054
0.3652	0.4883	0.4445	0.4443

Emission Inventory for AERMOD Model - Emission from Nearby Bus Terminus and Public Light Bus Terminus (Year 2029 - Q3)

Bus Terminus and Public Light Bus Terminus	Source	Type	X	Y	Base	Release	Exit	Exit	Stack	Szinit	Max. Hourly Emission Rate			
					Elevation	Height	Temperat	Velocity	Diameter		NO	NO2	RSP	FSP
	ID		(m)	(m)	(mPD)	(mAG)	(K)	(m/s)	(m)	(m)	(g/s) / (g/m2/s)			
Emission inside Bus Terminus and Public Light Bus Terminus														
Star Ferry Bus Terminus	PTI101	AREAPOLY	835506.2	817288.7	3.8	3.7	-	-	-	3.48	1.31E-05	8.18E-07	4.29E-07	3.96E-07
			835510.6	817274.7										
			835518.0	817265.3										
			835513.3	817261.3										
			835506.0	817251.1										
			835499.9	817237.7										
			835496.1	817222.5										
			835493.3	817207.6										
			835482.9	817199.2										
			835471.1	817193.3										
			835463.9	817192.4										
			835457.3	817193.3										
			835449.9	817196.6										
			835443.5	817201.9										
			835412.5	817239.5										
			835426.1	817250.7										
			835442.2	817272.5										
			835443.3	817273.4										
			835444.6	817273.8										
Mody Road Bus Terminus (Side Opening)	PTI201	AREAPOLY	836134.5	817469.7	4.5	3.0	-	-	-	2.79	0.0002062	1.31E-05	6.064E-06	5.614E-06
			836132.5	817469.8										
			836133.6	817497.2										
			836133.2	817502.5										
			836137.4	817536.9										
			836143.2	817545.2										
			836142.0	817562.4										
			836144.0	817562.4										
			836145.2	817544.6										
			836139.3	817536.2										
			836135.2	817502.5										
			836135.6	817497.3										
			836134.5	817469.7										
Mody Road Bus Terminus (Ventilation Exhaust)	PTI211	POINTHOR	836137.8	817532.5	4.5	6.0	0	3.5	5	-	3.91E-03	2.48E-04	1.15E-04	1.06E-04
	PTI212	POINTHOR	836136.9	817525.2	4.5	6.0	0	3.5	5	-	3.91E-03	2.48E-04	1.15E-04	1.06E-04
	PTI213	POINTHOR	836136.2	817518.9	4.5	6.0	0	3.5	5	-	3.91E-03	2.48E-04	1.15E-04	1.06E-04
	PTI214	POINTHOR	836135.8	817515.1	4.5	6.0	0	3.5	5	-	3.91E-03	2.48E-04	1.15E-04	1.06E-04
	PTI215	POINTHOR	836134.8	817507.9	4.5	6.0	0	3.5	5	-	3.91E-03	2.48E-04	1.15E-04	1.06E-04
	PTI216	POINTHOR	836134.3	817499.4	4.5	6.0	0	3.5	5	-	3.91E-03	2.48E-04	1.15E-04	1.06E-04
	PTI217	POINTHOR	836134.5	817496.1	4.5	6.0	0	3.5	5	-	3.91E-03	2.48E-04	1.15E-04	1.06E-04
	PTI218	POINTHOR	836134.2	817487.8	4.5	6.0	0	3.5	5	-	3.91E-03	2.48E-04	1.15E-04	1.06E-04
	PTI219	POINTHOR	836133.7	817479.1	4.5	6.0	0	3.5	5	-	3.91E-03	2.48E-04	1.15E-04	1.06E-04
	PTI220	POINTHOR	836133.7	817475.7	4.5	6.0	0	3.5	5	-	3.91E-03	2.48E-04	1.15E-04	1.06E-04
Ashley Road Public Light Bus Terminus	PTI301	AREAPOLY	835635.6	817404.5	4.4	2.6	-	-	-	2.37	3.98E-05	2.70E-06	1.97E-07	1.94E-07
			835632.7	817404.1										
			835629.5	817432.7										
			835632.5	817433.0										
Hankow Road Public Light Bus Terminus	PTI401	AREAPOLY	835693.4	817424.0	4.1	2.6	-	-	-	2.37	4.15E-05	3.34E-06	2.30E-07	2.26E-07
			835691.0	817419.1										
			835688.8	817419.0										
			835686.3	817453.2										
			835690.8	817453.5										
Peking Road Public Light Bus Terminus	PTI501	AREAPOLY	835704.7	817491.7	4.2	2.6	-	-	-	2.37	1.82E-05	1.41E-06	1.00E-07	9.89E-08
			835698.9	817494.5										
			835720.4	817496.6										
			835720.7	817493.6										

Notes:
[1] According to AERMOD Users Guide, 0.0K input for the exit temperature will be adjusted to match ambient temperature for each hour automatically in AERMOD

Emission Inventory for AERMOD Model - Emission from Nearby Bus Terminus and Public Light Bus Terminus (Year 2029 - Q3)

Hourly Profile for Emission

Star Ferry Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO_2	RSP	FSP
0000 - 0100	2.71E-02	2.55E-02	1.60E-03	8.38E-04	7.73E-04
0100 - 0200	4.03E-03	3.80E-03	2.38E-04	1.27E-04	1.17E-04
0200 - 0300	1.70E-03	1.60E-03	1.01E-04	5.05E-05	4.65E-05
0300 - 0400	1.75E-03	1.65E-03	1.04E-04	5.05E-05	4.65E-05
0400 - 0500	3.37E-03	3.17E-03	2.00E-04	5.05E-05	4.65E-05
0500 - 0600	4.15E-03	3.91E-03	2.45E-04	1.27E-04	1.17E-04
0600 - 0700	4.12E-02	3.88E-02	2.43E-03	1.27E-03	1.17E-03
0700 - 0800	4.66E-02	4.38E-02	2.75E-03	1.45E-03	1.34E-03
0800 - 0900	8.11E-02	7.63E-02	4.78E-03	2.52E-03	2.32E-03
0900 - 1000	6.01E-02	5.66E-02	3.55E-03	1.81E-03	1.67E-03
1000 - 1100	6.77E-02	6.37E-02	4.00E-03	2.03E-03	1.88E-03
1100 - 1200	6.21E-02	5.85E-02	3.67E-03	1.90E-03	1.76E-03
1200 - 1300	6.41E-02	6.03E-02	3.78E-03	1.98E-03	1.83E-03
1300 - 1400	7.76E-02	7.30E-02	4.58E-03	2.34E-03	2.16E-03
1400 - 1500	6.77E-02	6.37E-02	4.00E-03	2.08E-03	1.92E-03
1500 - 1600	6.88E-02	6.48E-02	4.07E-03	2.11E-03	1.94E-03
1600 - 1700	8.37E-02	7.88E-02	4.94E-03	2.59E-03	2.39E-03
1700 - 1800	8.11E-02	7.63E-02	4.79E-03	2.44E-03	2.25E-03
1800 - 1900	7.22E-02	6.79E-02	4.26E-03	2.24E-03	2.06E-03
1900 - 2000	5.57E-02	5.24E-02	3.28E-03	1.73E-03	1.59E-03
2000 - 2100	4.48E-02	4.22E-02	2.65E-03	1.37E-03	1.26E-03
2100 - 2200	4.37E-02	4.11E-02	2.58E-03	1.30E-03	1.20E-03
2200 - 2300	3.89E-02	3.66E-02	2.30E-03	1.14E-03	1.05E-03
2300 - 2400	2.89E-02	2.72E-02	1.71E-03	8.88E-04	8.19E-04
	max:	7.88E-02	4.94E-03	2.59E-03	2.39E-03

Hourly Profile			
NO	NO2	RSP	FSP
0.3232	0.3233	0.3234	0.3233
0.0482	0.0481	0.0490	0.0490
0.0203	0.0204	0.0195	0.0195
0.0209	0.0211	0.0195	0.0195
0.0402	0.0404	0.0195	0.0195
0.0496	0.0496	0.0490	0.0490
0.4918	0.4918	0.4905	0.4906
0.5562	0.5557	0.5593	0.5593
0.9683	0.9672	0.9723	0.9725
0.7183	0.7181	0.6970	0.6970
0.8090	0.8095	0.7846	0.7846
0.7419	0.7430	0.7345	0.7344
0.7655	0.7651	0.7657	0.7657
0.9266	0.9270	0.9022	0.9023
0.8083	0.8089	0.8038	0.8037
0.8221	0.8233	0.8132	0.8132
1.0000	1.0000	1.0000	1.0000
0.9679	0.9688	0.9412	0.9412
0.8623	0.8620	0.8633	0.8633
0.6651	0.6648	0.6669	0.6669
0.5350	0.5358	0.5291	0.5290
0.5218	0.5221	0.5000	0.5000
0.4650	0.4658	0.4405	0.4404
0.3453	0.3458	0.3426	0.3425

Mody Road Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	1.73E-02	1.62E-02	1.03E-03	4.44E-04	4.09E-04
0100 - 0200	1.22E-02	1.15E-02	7.32E-04	1.56E-04	1.43E-04
0200 - 0300	1.05E-03	9.90E-04	6.26E-05	3.11E-05	2.87E-05
0300 - 0400	1.22E-03	1.15E-03	7.36E-05	3.11E-05	2.87E-05
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1.56E-02	1.47E-02	9.54E-04	4.42E-04	4.08E-04
0700 - 0800	2.50E-02	2.35E-02	1.52E-03	7.11E-04	6.56E-04
0800 - 0900	3.74E-02	3.52E-02	2.23E-03	1.05E-03	9.75E-04
0900 - 1000	4.16E-02	3.91E-02	2.48E-03	1.15E-03	1.06E-03
1000 - 1100	3.01E-02	2.83E-02	1.80E-03	8.34E-04	7.71E-04
1100 - 1200	3.22E-02	3.02E-02	1.92E-03	8.93E-04	8.26E-04
1200 - 1300	3.34E-02	3.14E-02	2.01E-03	9.36E-04	8.66E-04
1300 - 1400	3.19E-02	3.00E-02	1.94E-03	8.85E-04	8.18E-04
1400 - 1500	3.17E-02	2.98E-02	1.91E-03	8.77E-04	8.11E-04
1500 - 1600	2.63E-02	2.47E-02	1.57E-03	7.32E-04	6.77E-04
1600 - 1700	3.69E-02	3.47E-02	2.21E-03	1.02E-03	9.41E-04
1700 - 1800	3.23E-02	3.04E-02	1.93E-03	8.96E-04	8.29E-04
1800 - 1900	4.06E-02	3.82E-02	2.46E-03	1.12E-03	1.04E-03
1900 - 2000	3.32E-02	3.12E-02	1.99E-03	9.17E-04	8.49E-04
2000 - 2100	2.83E-02	2.66E-02	1.71E-03	7.79E-04	7.21E-04
2100 - 2200	3.59E-02	3.38E-02	2.15E-03	9.86E-04	9.13E-04
2200 - 2300	2.28E-02	2.15E-02	1.35E-03	6.28E-04	5.82E-04
2300 - 2400	2.41E-02	2.27E-02	1.43E-03	5.89E-04	5.45E-04
	max:	3.91E-02	2.48E-03	1.15E-03	1.06E-03

Hourly Profile			
NO	NO2	RSP	FSP
0.4157	0.4136	0.3862	0.3848
0.2939	0.2946	0.1355	0.1348
0.0253	0.0252	0.0271	0.0270
0.0294	0.0297	0.0271	0.0270
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.3750	0.3843	0.3844	0.3835
0.6010	0.6141	0.6184	0.6170
0.9004	0.8973	0.9173	0.9161
1.0000	1.0000	1.0000	1.0000
0.7243	0.7230	0.7253	0.7249
0.7739	0.7731	0.7772	0.7764
0.8044	0.8094	0.8148	0.8137
0.7669	0.7810	0.7699	0.7690
0.7626	0.7676	0.7628	0.7623
0.6322	0.6323	0.6372	0.6367
0.8887	0.8904	0.8848	0.8848
0.7767	0.7754	0.7795	0.7789
0.9767	0.9887	0.9766	0.9762
0.7982	0.8032	0.7979	0.7979
0.6810	0.6892	0.6782	0.6778
0.8646	0.8667	0.8577	0.8578
0.5498	0.5419	0.5466	0.5466
0.5799	0.5762	0.5127	0.5123

Ashley Road Public Light Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
0700 - 0800	2.05E-03	1.87E-03	1.75E-04	1.14E-05	1.13E-05
0800 - 0900	3.66E-03	3.43E-03	2.32E-04	1.70E-05	1.67E-05
0900 - 1000	1.08E-03	9.79E-04	1.03E-04	6.64E-06	6.54E-06
1000 - 1100	1.07E-03	9.67E-04	9.95E-05	6.31E-06	6.22E-06
1100 - 1200	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
1200 - 1300	1.11E-03	9.97E-04	1.10E-04	6.98E-06	6.86E-06
1300 - 1400	1.26E-03	1.15E-03	1.15E-04	7.70E-06	7.55E-06
1400 - 1500	1.21E-03	1.10E-03	1.09E-04	7.37E-06	7.23E-06
1500 - 1600	1.08E-03	9.79E-04	1.03E-04	6.64E-06	6.54E-06
1600 - 1700	1.12E-03	1.04E-03	8.13E-05	5.85E-06	5.75E-06
1700 - 1800	1.08E-03	9.79E-04	1.03E-04	6.64E-06	6.54E-06
1800 - 1900	1.96E-03	1.81E-03	1.52E-04	1.03E-05	1.01E-05
1900 - 2000	9.09E-04	8.53E-04	5.59E-05	4.28E-06	4.21E-06
2000 - 2100	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
2100 - 2200	1.08E-03	9.79E-04	1.04E-04	6.64E-06	6.54E-06
2200 - 2300	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
2300 - 2400	8.65E-05	6.28E-05	2.37E-05	1.18E-06	1.16E-06
	max:	3.43E-03	2.32E-04	1.70E-05	1.67E-05

Hourly Profile			
NO	NO2	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.4908	0.4489	0.4652	0.4653
0.5458	0.7554	0.6739	0.6737
1.0000	1.0000	1.0000	1.0000
0.2855	0.4457	0.3916	0.3907
0.2821	0.4288	0.3717	0.3716
0.4908	0.4489	0.4652	0.4653
0.2908	0.4729	0.4115	0.4098
0.3351	0.4964	0.4542	0.4510
0.3211	0.4691	0.4343	0.4319
0.2855	0.4456	0.3916	0.3907
0.3025	0.3504	0.3449	0.3433
0.2855	0.4456	0.3916	0.3907
0.5275	0.6533	0.6044	0.6042
0.2489	0.2411	0.2525	0.2517
0.4908	0.4489	0.4652	0.4653
0.2857	0.4464	0.3916	0.3907
0.4908	0.4489	0.4652	0.4653
0.0183	0.1022	0.0696	0.0695

Hankow Road Public Light Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2.30E-03	2.14E-03	1.57E-04	1.12E-05	1.10E-05
0700 - 0800	2.30E-03	2.14E-03	1.57E-04	1.12E-05	1.10E-05
0800 - 0900	3.50E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
0900 - 1000	4.49E-03	4.20E-03	2.85E-04	2.09E-05	2.06E-05
1000 - 1100	4.49E-03	4.20E-03	2.85E-04	2.09E-05	2.06E-05
1100 - 1200	3.60E-03	3.33E-03	2.79E-04	1.89E-05	1.86E-05
1200 - 1300	3.50E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
1300 - 1400	7.10E-03	6.57E-03	5.29E-04	3.64E-05	3.59E-05
1400 - 1500	4.81E-03	4.43E-03	3.72E-04	2.52E-05	2.49E-05
1500 - 1600	4.49E-03	4.20E-03	2.85E-04	2.09E-05	2.06E-05
1600 - 1700	4.59E-03	4.28E-03	3.14E-04	2.23E-05	2.20E-05
1700 - 1800	4.70E-03	4.36E-03	3.43E-04	2.38E-05	2.34E-05
1800 - 1900	4.70E-03	4.36E-03	3.43E-04	2.38E-05	2.34E-05
1900 - 2000	4.49E-03	4.20E-03	2.85E-04	2.09E-05	2.06E-05
2000 - 2100	4.49E-03	4.20E-03	2.85E-04	2.09E-05	2.06E-05
2100 - 2200	4.59E-03	4.28E-03	3.14E-04	2.23E-05	2.20E-05
2200 - 2300	3.50E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
2300 - 2400	2.19E-03	2.06E-03	1.28E-04	9.70E-06	9.57E-06
	max:	6.57E-03	5.29E-04	3.64E-05	3.59E-05

Hourly Profile			
NO	NO2	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.3255	0.2967	0.3067	0.3068
0.3255	0.2967	0.3067	0.3068
0.4941	0.4725	0.4800	0.4801
0.6393	0.5384	0.5735	0.5736
0.6393	0.5384	0.5735	0.5736
0.5059	0.5275	0.5200	0.5199
0.4941	0.4725	0.4800	0.4801
1.0000	1.0000	1.0000	1.0000
0.6745	0.7033	0.6933	0.6932
0.6393	0.5384	0.5735	0.5736
0.6510	0.5933	0.6134	0.6135
0.6628	0.6483	0.6534	0.6534
0.6628	0.6483	0.6534	0.6534
0.6393	0.5384	0.5735	0.5736
0.6393	0.5384	0.5735	0.5736
0.6510	0.5933	0.6134	0.6135
0.4941	0.4725	0.4800	0.4801
0.3138	0.2417	0.2668	0.2669

Peking Road Public Light Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	3.64E-05	2.65E-05	9.93E-06	5.09E-07	5.00E-07
0700 - 0800	7.81E-04	7.28E-04	5.37E-05	3.90E-06	3.84E-06
0800 - 0900	1.19E-03	1.10E-03	8.55E-05	6.10E-06	6.00E-06
0900 - 1000	8.54E-04	7.81E-04	7.36E-05	4.91E-06	4.84E-06
1000 - 1100	7.81E-04	7.28E-04	5.37E-05	3.90E-06	3.84E-06
1100 - 1200	7.81E-04	7.28E-04	5.37E-05	3.90E-06	3.84E-06
1200 - 1300	7.45E-04	7.01E-04	4.38E-05	3.39E-06	3.34E-06
1300 - 1400	7.81E-04	7.28E-04	5.37E-05	3.90E-06	3.84E-06
1400 - 1500	7.81E-04	7.28E-04	5.37E-05	3.90E-06	3.84E-06
1500 - 1600	8.54E-04	7.81E-04	7.36E-05	4.91E-06	4.84E-06
1600 - 1700	8.54E-04	7.81E-04	7.36E-05	4.91E-06	4.84E-06
1700 - 1800	8.54E-04	7.81E-04	7.36E-05	4.91E-06	4.84E-06
1800 - 1900	8.18E-04	7.54E-04	6.37E-05	4.41E-06	4.34E-06
1900 - 2000	1.15E-03	1.08E-03	7.56E-05	5.59E-06	5.50E-06
2000 - 2100	8.54E-04	7.81E-04	7.36E-05	4.91E-06	4.84E-06
2100 - 2200	7.81E-04	7.28E-04	5.37E-05	3.90E-06	3.84E-06
2200 - 2300	8.54E-04	7.81E-04	7.36E-05	4.91E-06	4.84E-06
2300 - 2400	4.45E-04	4.04E-04	4.18E-05	2.71E-06	2.67E-06
	max:	1.10E-03	8.55E-05	6.10E-06	6.00E-06

Hourly Profile			
NO	NO2	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0239	0.1161	0.0834	0.0833
0.6587	0.6280	0.6389	0.6389
1.0000	1.0000	1.0000	1.0000
0.7066	0.8602	0.8056	0.8054
0.6587	0.6280	0.6389	0.6389
0.6587	0.6280	0.6389	0.6389
0.6347	0.5118	0.5555	0.5557
0.6587	0.6280	0.6389	0.6389
0.6587	0.6280	0.6389	0.6389
0.7066	0.8602	0.8056	0.8054
0.7066	0.8602	0.8056	0.8054
0.7066	0.8602	0.8056	0.8054
0.6826	0.7441	0.7223	0.7222
0.9761	0.8839	0.9166	0.9167
0.7066	0.8602	0.8056	0.8054
0.6587	0.6280	0.6389	0.6389
0.7066	0.8602	0.8056	0.8054
0.3653	0.4882	0.4445	0.4443

Emission Inventory for AERMOD Model - Emission from Nearby Bus Terminus and Public Light Bus Terminus (Year 2029 - Q4)

Bus Terminus and Public Light Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Exit Temperat	Exit Velocity	Stack Diameter	Szinit	Max. Hourly Emission Rate			
	ID		(m)	(m)	(mPD)	(mAG)	(K)	(m/s)	(m)	(m)	NO	NO2	RSP	FSP
											(g/s) / (g/m2/s)			
Emission inside Bus Terminus and Public Light Bus Terminus														
Star Ferry Bus Terminus	PTI101	AREAPOLY	835506.2	817288.7	3.8	3.7	-	-	-	3.48	1.36E-05	8.53E-07	4.29E-07	3.96E-07
			835510.6	817274.7										
			835518.0	817265.3										
			835513.3	817261.3										
			835506.0	817251.1										
			835499.9	817237.7										
			835496.1	817222.5										
			835493.3	817207.6										
			835482.9	817199.2										
			835471.1	817193.3										
			835463.9	817192.4										
			835457.3	817193.3										
			835449.9	817196.6										
			835443.5	817201.9										
			835412.5	817239.5										
			835426.1	817250.7										
			835442.2	817272.5										
			835443.3	817273.4										
			835444.6	817273.8										
Mody Road Bus Terminus (Side Opening)	PTI201	AREAPOLY	836134.5	817469.7	4.5	3.0	-	-	-	2.79	0.0002137	1.357E-05	6.064E-06	5.614E-06
			836132.5	817469.8										
			836133.6	817497.2										
			836133.2	817502.5										
			836137.4	817536.9										
			836143.2	817545.2										
			836142.0	817562.4										
			836144.0	817562.4										
			836145.2	817544.6										
			836139.3	817536.2										
			836135.2	817502.5										
			836135.6	817497.3										
			836134.5	817469.7										
Mody Road Bus Terminus (Ventilation Exhaust)	PTI211	POINTHOR	836137.8	817532.5	4.5	6.0	0	3.5	5	-	4.05E-03	2.57E-04	1.15E-04	1.06E-04
	PTI212	POINTHOR	836136.9	817525.2	4.5	6.0	0	3.5	5	-	4.05E-03	2.57E-04	1.15E-04	1.06E-04
	PTI213	POINTHOR	836136.2	817518.9	4.5	6.0	0	3.5	5	-	4.05E-03	2.57E-04	1.15E-04	1.06E-04
	PTI214	POINTHOR	836135.8	817515.1	4.5	6.0	0	3.5	5	-	4.05E-03	2.57E-04	1.15E-04	1.06E-04
	PTI215	POINTHOR	836134.8	817507.9	4.5	6.0	0	3.5	5	-	4.05E-03	2.57E-04	1.15E-04	1.06E-04
	PTI216	POINTHOR	836134.3	817499.4	4.5	6.0	0	3.5	5	-	4.05E-03	2.57E-04	1.15E-04	1.06E-04
	PTI217	POINTHOR	836134.5	817496.1	4.5	6.0	0	3.5	5	-	4.05E-03	2.57E-04	1.15E-04	1.06E-04
	PTI218	POINTHOR	836134.2	817487.8	4.5	6.0	0	3.5	5	-	4.05E-03	2.57E-04	1.15E-04	1.06E-04
	PTI219	POINTHOR	836133.7	817479.1	4.5	6.0	0	3.5	5	-	4.05E-03	2.57E-04	1.15E-04	1.06E-04
	PTI220	POINTHOR	836133.7	817475.7	4.5	6.0	0	3.5	5	-	4.05E-03	2.57E-04	1.15E-04	1.06E-04
Ashley Road Public Light Bus Terminus	PTI301	AREAPOLY	835635.6	817404.5	4.4	2.6	-	-	-	2.37	3.99E-05	2.70E-06	1.97E-07	1.94E-07
			835632.7	817404.1										
			835629.5	817432.7										
			835632.5	817433.0										
Hankow Road Public Light Bus Terminus	PTI401	AREAPOLY	835693.4	817424.0	4.1	2.6	-	-	-	2.37	4.16E-05	3.35E-06	2.30E-07	2.26E-07
			835691.0	817419.1										
			835688.8	817419.0										
			835686.3	817453.2										
			835690.8	817453.5										
Peking Road Public Light Bus Terminus	PTI501	AREAPOLY	835704.7	817491.7	4.2	2.6	-	-	-	2.37	1.82E-05	1.41E-06	1.00E-07	9.89E-08
			835698.9	817494.5										
			835720.4	817496.6										
			835720.7	817493.6										

Notes:
[1] According to AERMOD Users Guide, 0.0K input for the exit temperature will be adjusted to match ambient temperature for each hour automatically in AERMOD

Emission Inventory for AERMOD Model - Emission from Nearby Bus Terminus and Public Light Bus Terminus (Year 2029 - Q4)

Hourly Profile for Emission

Star Ferry Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO_2	RSP	FSP
0000 - 0100	2.82E-02	2.66E-02	1.66E-03	8.38E-04	7.73E-04
0100 - 0200	4.21E-03	3.96E-03	2.48E-04	1.27E-04	1.17E-04
0200 - 0300	1.77E-03	1.66E-03	1.05E-04	5.05E-05	4.65E-05
0300 - 0400	1.82E-03	1.71E-03	1.08E-04	5.05E-05	4.65E-05
0400 - 0500	3.43E-03	3.23E-03	2.04E-04	5.05E-05	4.65E-05
0500 - 0600	4.32E-03	4.07E-03	2.55E-04	1.27E-04	1.17E-04
0600 - 0700	4.29E-02	4.04E-02	2.53E-03	1.27E-03	1.17E-03
0700 - 0800	4.86E-02	4.57E-02	2.86E-03	1.45E-03	1.34E-03
0800 - 0900	8.45E-02	7.95E-02	4.98E-03	2.52E-03	2.32E-03
0900 - 1000	6.26E-02	5.89E-02	3.69E-03	1.81E-03	1.67E-03
1000 - 1100	7.05E-02	6.64E-02	4.16E-03	2.03E-03	1.88E-03
1100 - 1200	6.47E-02	6.09E-02	3.82E-03	1.90E-03	1.76E-03
1200 - 1300	6.68E-02	6.29E-02	3.94E-03	1.98E-03	1.83E-03
1300 - 1400	8.08E-02	7.60E-02	4.77E-03	2.34E-03	2.16E-03
1400 - 1500	7.05E-02	6.64E-02	4.16E-03	2.08E-03	1.92E-03
1500 - 1600	7.17E-02	6.75E-02	4.24E-03	2.11E-03	1.94E-03
1600 - 1700	8.73E-02	8.21E-02	5.15E-03	2.59E-03	2.39E-03
1700 - 1800	8.44E-02	7.94E-02	4.98E-03	2.44E-03	2.25E-03
1800 - 1900	7.53E-02	7.08E-02	4.44E-03	2.24E-03	2.06E-03
1900 - 2000	5.81E-02	5.46E-02	3.42E-03	1.73E-03	1.59E-03
2000 - 2100	4.67E-02	4.39E-02	2.76E-03	1.37E-03	1.26E-03
2100 - 2200	4.55E-02	4.28E-02	2.68E-03	1.30E-03	1.20E-03
2200 - 2300	4.05E-02	3.81E-02	2.39E-03	1.14E-03	1.05E-03
2300 - 2400	3.01E-02	2.84E-02	1.78E-03	8.88E-04	8.19E-04
	max:	8.21E-02	5.15E-03	2.59E-03	2.39E-03

Hourly Profile			
NO	NO2	RSP	FSP
0.3233	0.3233	0.3234	0.3233
0.0482	0.0481	0.0490	0.0490
0.0202	0.0204	0.0195	0.0195
0.0208	0.0210	0.0195	0.0195
0.0393	0.0395	0.0195	0.0195
0.0495	0.0496	0.0490	0.0490
0.4918	0.4918	0.4905	0.4906
0.5563	0.5558	0.5593	0.5593
0.9684	0.9674	0.9723	0.9725
0.7174	0.7173	0.6970	0.6970
0.8080	0.8085	0.7846	0.7846
0.7417	0.7427	0.7345	0.7344
0.7655	0.7651	0.7657	0.7657
0.9256	0.9260	0.9022	0.9023
0.8081	0.8087	0.8038	0.8037
0.8218	0.8229	0.8132	0.8132
1.0000	1.0000	1.0000	1.0000
0.9669	0.9676	0.9412	0.9412
0.8623	0.8620	0.8633	0.8633
0.6651	0.6649	0.6669	0.6669
0.5348	0.5355	0.5291	0.5290
0.5209	0.5212	0.5000	0.5000
0.4640	0.4648	0.4405	0.4404
0.3452	0.3457	0.3426	0.3425

Mody Road Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	1.79E-02	1.68E-02	1.06E-03	4.44E-04	4.09E-04
0100 - 0200	1.24E-02	1.17E-02	7.44E-04	1.56E-04	1.43E-04
0200 - 0300	1.10E-03	1.03E-03	6.52E-05	3.11E-05	2.87E-05
0300 - 0400	1.27E-03	1.19E-03	7.62E-05	3.11E-05	2.87E-05
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1.62E-02	1.52E-02	9.91E-04	4.42E-04	4.08E-04
0700 - 0800	2.60E-02	2.44E-02	1.58E-03	7.11E-04	6.56E-04
0800 - 0900	3.88E-02	3.65E-02	2.31E-03	1.05E-03	9.75E-04
0900 - 1000	4.31E-02	4.05E-02	2.57E-03	1.15E-03	1.06E-03
1000 - 1100	3.12E-02	2.93E-02	1.86E-03	8.34E-04	7.71E-04
1100 - 1200	3.33E-02	3.14E-02	1.99E-03	8.93E-04	8.26E-04
1200 - 1300	3.47E-02	3.26E-02	2.08E-03	9.36E-04	8.66E-04
1300 - 1400	3.31E-02	3.11E-02	2.01E-03	8.85E-04	8.18E-04
1400 - 1500	3.29E-02	3.09E-02	1.98E-03	8.77E-04	8.11E-04
1500 - 1600	2.72E-02	2.56E-02	1.63E-03	7.32E-04	6.77E-04
1600 - 1700	3.83E-02	3.60E-02	2.29E-03	1.02E-03	9.41E-04
1700 - 1800	3.35E-02	3.15E-02	2.00E-03	8.96E-04	8.29E-04
1800 - 1900	4.21E-02	3.96E-02	2.54E-03	1.12E-03	1.04E-03
1900 - 2000	3.44E-02	3.23E-02	2.07E-03	9.17E-04	8.49E-04
2000 - 2100	2.94E-02	2.76E-02	1.77E-03	7.79E-04	7.21E-04
2100 - 2200	3.72E-02	3.50E-02	2.23E-03	9.86E-04	9.13E-04
2200 - 2300	2.37E-02	2.23E-02	1.39E-03	6.28E-04	5.82E-04
2300 - 2400	2.49E-02	2.34E-02	1.48E-03	5.89E-04	5.45E-04
	max:	4.05E-02	2.57E-03	1.15E-03	1.06E-03

Hourly Profile			
NO	NO2	RSP	FSP
0.4153	0.4130	0.3862	0.3848
0.2887	0.2893	0.1355	0.1348
0.0255	0.0253	0.0271	0.0270
0.0294	0.0296	0.0271	0.0270
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.3758	0.3850	0.3844	0.3835
0.6023	0.6154	0.6184	0.6170
0.9015	0.8983	0.9173	0.9161
1.0000	1.0000	1.0000	1.0000
0.7245	0.7231	0.7253	0.7249
0.7744	0.7735	0.7772	0.7764
0.8052	0.8101	0.8148	0.8137
0.7674	0.7814	0.7699	0.7690
0.7628	0.7678	0.7628	0.7623
0.6326	0.6327	0.6372	0.6367
0.8886	0.8902	0.8848	0.8848
0.7771	0.7756	0.7795	0.7789
0.9769	0.9887	0.9766	0.9762
0.7982	0.8031	0.7979	0.7979
0.6811	0.6892	0.6782	0.6778
0.8643	0.8664	0.8577	0.8578
0.5497	0.5417	0.5466	0.5466
0.5777	0.5739	0.5127	0.5123

Ashley Road Public Light Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1.79E-03	1.69E-03	1.04E-04	7.89E-06	7.79E-06
0700 - 0800	2.05E-03	1.88E-03	1.76E-04	1.14E-05	1.13E-05
0800 - 0900	3.67E-03	3.43E-03	2.33E-04	1.70E-05	1.67E-05
0900 - 1000	1.09E-03	9.82E-04	1.04E-04	6.64E-06	6.54E-06
1000 - 1100	1.07E-03	9.69E-04	9.97E-05	6.31E-06	6.22E-06
1100 - 1200	1.79E-03	1.69E-03	1.04E-04	7.89E-06	7.79E-06
1200 - 1300	1.11E-03	1.00E-03	1.10E-04	6.98E-06	6.86E-06
1300 - 1400	1.28E-03	1.16E-03	1.16E-04	7.70E-06	7.55E-06
1400 - 1500	1.22E-03	1.11E-03	1.09E-04	7.37E-06	7.23E-06
1500 - 1600	1.09E-03	9.82E-04	1.04E-04	6.64E-06	6.54E-06
1600 - 1700	1.13E-03	1.04E-03	8.16E-05	5.85E-06	5.75E-06
1700 - 1800	1.09E-03	9.82E-04	1.04E-04	6.64E-06	6.54E-06
1800 - 1900	1.96E-03	1.81E-03	1.52E-04	1.03E-05	1.01E-05
1900 - 2000	9.11E-04	8.55E-04	5.61E-05	4.28E-06	4.21E-06
2000 - 2100	1.79E-03	1.69E-03	1.04E-04	7.89E-06	7.79E-06
2100 - 2200	1.09E-03	9.82E-04	1.04E-04	6.64E-06	6.54E-06
2200 - 2300	1.79E-03	1.69E-03	1.04E-04	7.89E-06	7.79E-06
2300 - 2400	8.70E-05	6.33E-05	2.38E-05	1.18E-06	1.16E-06
	max:	3.43E-03	2.33E-04	1.70E-05	1.67E-05

Hourly Profile			
NO	NO2	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.4908	0.4489	0.4652	0.4653
0.5461	0.7554	0.6739	0.6737
1.0000	1.0000	1.0000	1.0000
0.2859	0.4459	0.3916	0.3907
0.2822	0.4288	0.3717	0.3716
0.4908	0.4489	0.4652	0.4653
0.2912	0.4732	0.4115	0.4098
0.3378	0.4972	0.4542	0.4510
0.3225	0.4696	0.4343	0.4319
0.2858	0.4457	0.3916	0.3907
0.3041	0.3508	0.3449	0.3433
0.2858	0.4457	0.3916	0.3907
0.5276	0.6532	0.6044	0.6042
0.2490	0.2413	0.2525	0.2517
0.4908	0.4489	0.4652	0.4653
0.2860	0.4466	0.3916	0.3907
0.4908	0.4489	0.4652	0.4653
0.0184	0.1021	0.0696	0.0695

Hankow Road Public Light Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2.30E-03	2.14E-03	1.57E-04	1.12E-05	1.10E-05
0700 - 0800	2.30E-03	2.14E-03	1.57E-04	1.12E-05	1.10E-05
0800 - 0900	3.51E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
0900 - 1000	4.50E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
1000 - 1100	4.50E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
1100 - 1200	3.61E-03	3.33E-03	2.80E-04	1.89E-05	1.86E-05
1200 - 1300	3.51E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
1300 - 1400	7.12E-03	6.59E-03	5.30E-04	3.64E-05	3.59E-05
1400 - 1500	4.82E-03	4.44E-03	3.73E-04	2.52E-05	2.49E-05
1500 - 1600	4.50E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
1600 - 1700	4.60E-03	4.29E-03	3.14E-04	2.23E-05	2.20E-05
1700 - 1800	4.71E-03	4.37E-03	3.44E-04	2.38E-05	2.34E-05
1800 - 1900	4.71E-03	4.37E-03	3.44E-04	2.38E-05	2.34E-05
1900 - 2000	4.50E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
2000 - 2100	4.50E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
2100 - 2200	4.60E-03	4.29E-03	3.14E-04	2.23E-05	2.20E-05
2200 - 2300	3.51E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
2300 - 2400	2.19E-03	2.07E-03	1.28E-04	9.70E-06	9.57E-06
	max:	6.59E-03	5.30E-04	3.64E-05	3.59E-05

Hourly Profile			
NO	NO2	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.3255	0.2967	0.3067	0.3068
0.3255	0.2967	0.3067	0.3068
0.4941	0.4725	0.4800	0.4801
0.6392	0.5384	0.5735	0.5736
0.6392	0.5384	0.5735	0.5736
0.5059	0.5275	0.5200	0.5199
0.4941	0.4725	0.4800	0.4801
1.0000	1.0000	1.0000	1.0000
0.6745	0.7033	0.6933	0.6932
0.6392	0.5384	0.5735	0.5736
0.6509	0.5934	0.6134	0.6135
0.6627	0.6483	0.6534	0.6534
0.6627	0.6483	0.6534	0.6534
0.6392	0.5384	0.5735	0.5736
0.6392	0.5384	0.5735	0.5736
0.6509	0.5934	0.6134	0.6135
0.4941	0.4725	0.4800	0.4801
0.3137	0.2417	0.2668	0.2669

Peking Road Public Light Bus Terminus

	Emission within bus terminus				
	Total Emission Rate (g/s)				
Hour	NOx	NO	NO2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	3.67E-05	2.67E-05	9.96E-06	5.09E-07	5.00E-07
0700 - 0800	7.83E-04	7.29E-04	5.39E-05	3.90E-06	3.84E-06
0800 - 0900	1.19E-03	1.11E-03	8.58E-05	6.10E-06	6.00E-06
0900 - 1000	8.57E-04	7.83E-04	7.38E-05	4.91E-06	4.84E-06
1000 - 1100	7.83E-04	7.29E-04	5.39E-05	3.90E-06	3.84E-06
1100 - 1200	7.83E-04	7.29E-04	5.39E-05	3.90E-06	3.84E-06
1200 - 1300	7.47E-04	7.03E-04	4.39E-05	3.39E-06	3.34E-06
1300 - 1400	7.83E-04	7.29E-04	5.39E-05	3.90E-06	3.84E-06
1400 - 1500	7.83E-04	7.29E-04	5.39E-05	3.90E-06	3.84E-06
1500 - 1600	8.57E-04	7.83E-04	7.38E-05	4.91E-06	4.84E-06
1600 - 1700	8.57E-04	7.83E-04	7.38E-05	4.91E-06	4.84E-06
1700 - 1800	8.57E-04	7.83E-04	7.38E-05	4.91E-06	4.84E-06
1800 - 1900	8.20E-04	7.56E-04	6.38E-05	4.41E-06	4.34E-06
1900 - 2000	1.16E-03	1.08E-03	7.58E-05	5.59E-06	5.50E-06
2000 - 2100	8.57E-04	7.83E-04	7.38E-05	4.91E-06	4.84E-06
2100 - 2200	7.83E-04	7.29E-04	5.39E-05	3.90E-06	3.84E-06
2200 - 2300	8.57E-04	7.83E-04	7.38E-05	4.91E-06	4.84E-06
2300 - 2400	4.47E-04	4.05E-04	4.19E-05	2.71E-06	2.67E-06
	max:	1.11E-03	8.58E-05	6.10E-06	6.00E-06

Hourly Profile			
NO	NO2	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.0241	0.1161	0.0834	0.0833
0.6586	0.6280	0.6389	0.6389
1.0000	1.0000	1.0000	1.0000
0.7068	0.8601	0.8056	0.8054
0.6586	0.6280	0.6389	0.6389
0.6586	0.6280	0.6389	0.6389
0.6345	0.5119	0.5555	0.5557
0.6586	0.6280	0.6389	0.6389
0.6586	0.6280	0.6389	0.6389
0.7068	0.8601	0.8056	0.8054
0.7068	0.8601	0.8056	0.8054
0.7068	0.8601	0.8056	0.8054
0.6827	0.7441	0.7223	0.7222
0.9759	0.8839	0.9166	0.9167
0.7068	0.8601	0.8056	0.8054
0.6586	0.6280	0.6389	0.6389
0.7068	0.8601	0.8056	0.8054
0.3655	0.4881	0.4445	0.4443

Appendix 4-4

Input Parameters of Portals in AERMOD

Input Parameters for Portal Emission

Road No.	Portal Description		Emission Source ID	Source Type	x-coordinate	y-coordinate	Base Elevation	Release Height	Initial Lateral Dimension	Initial Vertical Dimension	Maximum Hourly Emission Rate of Each Bound (g/s)											
											NO_2											
							(m)	(m)	(m)	(m)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
70	Salisbury Road (EB)	1st 50m	SREB01	Volume	836152.5	817408.2	0.5	2.75	3.42	2.56	3.39E-04	3.25E-04	3.29E-04	3.21E-04	3.21E-04	3.11E-04	3.10E-04	3.14E-04	3.29E-04	3.24E-04	3.35E-04	3.45E-04
			SREB02	Volume	836158.6	817412.0	0.5	2.75	3.42	2.56	3.39E-04	3.25E-04	3.29E-04	3.21E-04	3.21E-04	3.11E-04	3.10E-04	3.14E-04	3.29E-04	3.24E-04	3.35E-04	3.45E-04
			SREB03	Volume	836164.5	817415.9	0.5	2.75	3.42	2.56	3.39E-04	3.25E-04	3.29E-04	3.21E-04	3.21E-04	3.11E-04	3.10E-04	3.14E-04	3.29E-04	3.24E-04	3.35E-04	3.45E-04
			SREB04	Volume	836170.5	817419.9	0.5	2.75	3.42	2.56	3.39E-04	3.25E-04	3.29E-04	3.21E-04	3.21E-04	3.11E-04	3.10E-04	3.14E-04	3.29E-04	3.24E-04	3.35E-04	3.45E-04
			SREB05	Volume	836176.4	817423.9	0.5	2.75	3.42	2.56	3.39E-04	3.25E-04	3.29E-04	3.21E-04	3.21E-04	3.11E-04	3.10E-04	3.14E-04	3.29E-04	3.24E-04	3.35E-04	3.45E-04
			SREB06	Volume	836182.2	817428.1	0.5	2.75	3.42	2.56	3.39E-04	3.25E-04	3.29E-04	3.21E-04	3.21E-04	3.11E-04	3.10E-04	3.14E-04	3.29E-04	3.24E-04	3.35E-04	3.45E-04
			SREB07	Volume	836188.0	817432.2	0.5	2.75	3.42	2.56	3.39E-04	3.25E-04	3.29E-04	3.21E-04	3.21E-04	3.11E-04	3.10E-04	3.14E-04	3.29E-04	3.24E-04	3.35E-04	3.45E-04
		2nd 50m	SREB08	Volume	836193.8	817436.5	0.5	2.75	3.42	2.56	1.70E-04	1.62E-04	1.64E-04	1.61E-04	1.60E-04	1.55E-04	1.55E-04	1.57E-04	1.65E-04	1.62E-04	1.67E-04	1.72E-04
			SREB09	Volume	836199.4	817440.8	0.5	2.75	3.42	2.56	1.70E-04	1.62E-04	1.64E-04	1.61E-04	1.60E-04	1.55E-04	1.55E-04	1.57E-04	1.65E-04	1.62E-04	1.67E-04	1.72E-04
			SREB10	Volume	836205.0	817445.2	0.5	2.75	3.42	2.56	1.70E-04	1.62E-04	1.64E-04	1.61E-04	1.60E-04	1.55E-04	1.55E-04	1.57E-04	1.65E-04	1.62E-04	1.67E-04	1.72E-04
			SREB11	Volume	836210.6	817449.7	0.5	2.75	3.42	2.56	1.70E-04	1.62E-04	1.64E-04	1.61E-04	1.60E-04	1.55E-04	1.55E-04	1.57E-04	1.65E-04	1.62E-04	1.67E-04	1.72E-04
			SREB12	Volume	836216.1	817454.2	0.5	2.75	3.42	2.56	1.70E-04	1.62E-04	1.64E-04	1.61E-04	1.60E-04	1.55E-04	1.55E-04	1.57E-04	1.65E-04	1.62E-04	1.67E-04	1.72E-04
			SREB13	Volume	836221.6	817458.8	0.5	2.75	3.42	2.56	1.70E-04	1.62E-04	1.64E-04	1.61E-04	1.60E-04	1.55E-04	1.55E-04	1.57E-04	1.65E-04	1.62E-04	1.67E-04	1.72E-04
			SREB14	Volume	836227.1	817463.4	0.5	2.75	3.42	2.56	1.70E-04	1.62E-04	1.64E-04	1.61E-04	1.60E-04	1.55E-04	1.55E-04	1.57E-04	1.65E-04	1.62E-04	1.67E-04	1.72E-04
72	Salisbury Road (WB)	1st 50m	SRWB01	Volume	836032.7	817341.8	0.1	2.75	3.39	2.56	4.30E-05	4.09E-05	4.13E-05	4.03E-05	4.03E-05	3.91E-05	3.88E-05	3.92E-05	4.26E-05	4.12E-05	4.28E-05	4.41E-05
			SRWB02	Volume	836025.9	817339.5	0.1	2.75	3.39	2.56	4.30E-05	4.09E-05	4.13E-05	4.03E-05	4.03E-05	3.91E-05	3.88E-05	3.92E-05	4.26E-05	4.12E-05	4.28E-05	4.41E-05
			SRWB03	Volume	836019.1	817337.3	0.1	2.75	3.39	2.56	4.30E-05	4.09E-05	4.13E-05	4.03E-05	4.03E-05	3.91E-05	3.88E-05	3.92E-05	4.26E-05	4.12E-05	4.28E-05	4.41E-05
			SRWB04	Volume	836012.3	817335.1	0.1	2.75	3.39	2.56	4.30E-05	4.09E-05	4.13E-05	4.03E-05	4.03E-05	3.91E-05	3.88E-05	3.92E-05	4.26E-05	4.12E-05	4.28E-05	4.41E-05
			SRWB05	Volume	836005.4	817333.1	0.1	2.75	3.39	2.56	4.30E-05	4.09E-05	4.13E-05	4.03E-05	4.03E-05	3.91E-05	3.88E-05	3.92E-05	4.26E-05	4.12E-05	4.28E-05	4.41E-05
			SRWB06	Volume	835998.6	817331.1	0.1	2.75	3.39	2.56	4.30E-05	4.09E-05	4.13E-05	4.03E-05	4.03E-05	3.91E-05	3.88E-05	3.92E-05	4.26E-05	4.12E-05	4.28E-05	4.41E-05
			SRWB07	Volume	835991.7	817329.3	0.1	2.75	3.39	2.56	4.30E-05	4.09E-05	4.13E-05	4.03E-05	4.03E-05	3.91E-05	3.88E-05	3.92E-05	4.26E-05	4.12E-05	4.28E-05	4.41E-05
		2nd 50m	SRWB08	Volume	835984.8	817327.4	0.1	2.75	3.39	2.56	2.15E-05	2.05E-05	2.06E-05	2.01E-05	2.01E-05	1.96E-05	1.94E-05	1.96E-05	2.13E-05	2.06E-05	2.14E-05	2.21E-05
			SRWB09	Volume	835977.9	817325.7	0.1	2.75	3.39	2.56	2.15E-05	2.05E-05	2.06E-05	2.01E-05	2.01E-05	1.96E-05	1.94E-05	1.96E-05	2.13E-05	2.06E-05	2.14E-05	2.21E-05
			SRWB10	Volume	835970.9	817324.1	0.1	2.75	3.39	2.56	2.15E-05	2.05E-05	2.06E-05	2.01E-05	2.01E-05	1.96E-05	1.94E-05	1.96E-05	2.13E-05	2.06E-05	2.14E-05	2.21E-05
			SRWB11	Volume	835963.9	817322.5	0.1	2.75	3.39	2.56	2.15E-05	2.05E-05	2.06E-05	2.01E-05	2.01E-05	1.96E-05	1.94E-05	1.96E-05	2.13E-05	2.06E-05	2.14E-05	2.21E-05
			SRWB12	Volume	835956.9	817321.1	0.1	2.75	3.39	2.56	2.15E-05	2.05E-05	2.06E-05	2.01E-05	2.01E-05	1.96E-05	1.94E-05	1.96E-05	2.13E-05	2.06E-05	2.14E-05	2.21E-05
			SRWB13	Volume	835949.9	817319.9	0.1	2.75	3.39	2.56	2.15E-05	2.05E-05	2.06E-05	2.01E-05	2.01E-05	1.96E-05	1.94E-05	1.96E-05	2.13E-05	2.06E-05	2.14E-05	2.21E-05
			SRWB14	Volume	835942.8	817318.8	0.1	2.75	3.39	2.56	2.15E-05	2.05E-05	2.06E-05	2.01E-05	2.01E-05	1.96E-05	1.94E-05	1.96E-05	2.13E-05	2.06E-05	2.14E-05	2.21E-05

Input Parameters for Portal Emission

Road No.	Portal Description		Emission Source ID	Source Type	x-coordinate	y-coordinate	Base Elevation	Release Height	Initial Lateral Dimension	Initial Vertical Dimension	Maximum Hourly Emission Rate of Each Bound (g/s)												Maximum Hourly Emission Rate of Each Bound (g/s)	
											NO												RSP	FSP
							(m)	(m)	(m)	(m)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Annual	Annual
70	Salisbury Road (EB)	1st 50m	SREB01	Volume	836152.5	817408.2	0.5	2.75	3.42	2.56	1.97E-03	1.86E-03	1.88E-03	1.83E-03	1.82E-03	1.76E-03	1.75E-03	1.78E-03	1.88E-03	1.84E-03	1.92E-03	2.01E-03	5.02E-05	4.62E-05
			SREB02	Volume	836158.6	817412.0	0.5	2.75	3.42	2.56	1.97E-03	1.86E-03	1.88E-03	1.83E-03	1.82E-03	1.76E-03	1.75E-03	1.78E-03	1.88E-03	1.84E-03	1.92E-03	2.01E-03	5.02E-05	4.62E-05
			SREB03	Volume	836164.5	817415.9	0.5	2.75	3.42	2.56	1.97E-03	1.86E-03	1.88E-03	1.83E-03	1.82E-03	1.76E-03	1.75E-03	1.78E-03	1.88E-03	1.84E-03	1.92E-03	2.01E-03	5.02E-05	4.62E-05
			SREB04	Volume	836170.5	817419.9	0.5	2.75	3.42	2.56	1.97E-03	1.86E-03	1.88E-03	1.83E-03	1.82E-03	1.76E-03	1.75E-03	1.78E-03	1.88E-03	1.84E-03	1.92E-03	2.01E-03	5.02E-05	4.62E-05
			SREB05	Volume	836176.4	817423.9	0.5	2.75	3.42	2.56	1.97E-03	1.86E-03	1.88E-03	1.83E-03	1.82E-03	1.76E-03	1.75E-03	1.78E-03	1.88E-03	1.84E-03	1.92E-03	2.01E-03	5.02E-05	4.62E-05
			SREB06	Volume	836182.2	817428.1	0.5	2.75	3.42	2.56	1.97E-03	1.86E-03	1.88E-03	1.83E-03	1.82E-03	1.76E-03	1.75E-03	1.78E-03	1.88E-03	1.84E-03	1.92E-03	2.01E-03	5.02E-05	4.62E-05
			SREB07	Volume	836188.0	817432.2	0.5	2.75	3.42	2.56	1.97E-03	1.86E-03	1.88E-03	1.83E-03	1.82E-03	1.76E-03	1.75E-03	1.78E-03	1.88E-03	1.84E-03	1.92E-03	2.01E-03	5.02E-05	4.62E-05
		2nd 50m	SREB08	Volume	836193.8	817436.5	0.5	2.75	3.42	2.56	9.85E-04	9.29E-04	9.39E-04	9.14E-04	9.12E-04	8.79E-04	8.76E-04	8.91E-04	9.42E-04	9.21E-04	9.60E-04	1.00E-03	2.51E-05	2.31E-05
			SREB09	Volume	836199.4	817440.8	0.5	2.75	3.42	2.56	9.85E-04	9.29E-04	9.39E-04	9.14E-04	9.12E-04	8.79E-04	8.76E-04	8.91E-04	9.42E-04	9.21E-04	9.60E-04	1.00E-03	2.51E-05	2.31E-05
			SREB10	Volume	836205.0	817445.2	0.5	2.75	3.42	2.56	9.85E-04	9.29E-04	9.39E-04	9.14E-04	9.12E-04	8.79E-04	8.76E-04	8.91E-04	9.42E-04	9.21E-04	9.60E-04	1.00E-03	2.51E-05	2.31E-05
			SREB11	Volume	836210.6	817449.7	0.5	2.75	3.42	2.56	9.85E-04	9.29E-04	9.39E-04	9.14E-04	9.12E-04	8.79E-04	8.76E-04	8.91E-04	9.42E-04	9.21E-04	9.60E-04	1.00E-03	2.51E-05	2.31E-05
			SREB12	Volume	836216.1	817454.2	0.5	2.75	3.42	2.56	9.85E-04	9.29E-04	9.39E-04	9.14E-04	9.12E-04	8.79E-04	8.76E-04	8.91E-04	9.42E-04	9.21E-04	9.60E-04	1.00E-03	2.51E-05	2.31E-05
			SREB13	Volume	836221.6	817458.8	0.5	2.75	3.42	2.56	9.85E-04	9.29E-04	9.39E-04	9.14E-04	9.12E-04	8.79E-04	8.76E-04	8.91E-04	9.42E-04	9.21E-04	9.60E-04	1.00E-03	2.51E-05	2.31E-05
			SREB14	Volume	836227.1	817463.4	0.5	2.75	3.42	2.56	9.85E-04	9.29E-04	9.39E-04	9.14E-04	9.12E-04	8.79E-04	8.76E-04	8.91E-04	9.42E-04	9.21E-04	9.60E-04	1.00E-03	2.51E-05	2.31E-05
72	Salisbury Road (WB)	1st 50m	SRWB01	Volume	836032.7	817341.8	0.1	2.75	3.39	2.56	3.10E-04	2.86E-04	2.91E-04	2.81E-04	2.79E-04	2.69E-04	2.67E-04	2.73E-04	3.01E-04	2.88E-04	3.04E-04	3.21E-04	8.03E-06	7.34E-06
			SRWB02	Volume	836025.9	817339.5	0.1	2.75	3.39	2.56	3.10E-04	2.86E-04	2.91E-04	2.81E-04	2.79E-04	2.69E-04	2.67E-04	2.73E-04	3.01E-04	2.88E-04	3.04E-04	3.21E-04	8.03E-06	7.34E-06
			SRWB03	Volume	836019.1	817337.3	0.1	2.75	3.39	2.56	3.10E-04	2.86E-04	2.91E-04	2.81E-04	2.79E-04	2.69E-04	2.67E-04	2.73E-04	3.01E-04	2.88E-04	3.04E-04	3.21E-04	8.03E-06	7.34E-06
			SRWB04	Volume	836012.3	817335.1	0.1	2.75	3.39	2.56	3.10E-04	2.86E-04	2.91E-04	2.81E-04	2.79E-04	2.69E-04	2.67E-04	2.73E-04	3.01E-04	2.88E-04	3.04E-04	3.21E-04	8.03E-06	7.34E-06
			SRWB05	Volume	836005.4	817333.1	0.1	2.75	3.39	2.56	3.10E-04	2.86E-04	2.91E-04	2.81E-04	2.79E-04	2.69E-04	2.67E-04	2.73E-04	3.01E-04	2.88E-04	3.04E-04	3.21E-04	8.03E-06	7.34E-06
			SRWB06	Volume	835998.6	817331.1	0.1	2.75	3.39	2.56	3.10E-04	2.86E-04	2.91E-04	2.81E-04	2.79E-04	2.69E-04	2.67E-04	2.73E-04	3.01E-04	2.88E-04	3.04E-04	3.21E-04	8.03E-06	7.34E-06
			SRWB07	Volume	835991.7	817329.3	0.1	2.75	3.39	2.56	3.10E-04	2.86E-04	2.91E-04	2.81E-04	2.79E-04	2.69E-04	2.67E-04	2.73E-04	3.01E-04	2.88E-04	3.04E-04	3.21E-04	8.03E-06	7.34E-06
		2nd 50m	SRWB08	Volume	835984.8	817327.4	0.1	2.75	3.39	2.56	1.55E-04	1.43E-04	1.45E-04	1.41E-04	1.40E-04	1.35E-04	1.33E-04	1.36E-04	1.51E-04	1.44E-04	1.52E-04	1.61E-04	4.02E-06	3.67E-06
			SRWB09	Volume	835977.9	817325.7	0.1	2.75	3.39	2.56	1.55E-04	1.43E-04	1.45E-04	1.41E-04	1.40E-04	1.35E-04	1.33E-04	1.36E-04	1.51E-04	1.44E-04	1.52E-04	1.61E-04	4.02E-06	3.67E-06
			SRWB10	Volume	835970.9	817324.1	0.1	2.75	3.39	2.56	1.55E-04	1.43E-04	1.45E-04	1.41E-04	1.40E-04	1.35E-04	1.33E-04	1.36E-04	1.51E-04	1.44E-04	1.52E-04	1.61E-04	4.02E-06	3.67E-06
			SRWB11	Volume	835963.9	817322.5	0.1	2.75	3.39	2.56	1.55E-04	1.43E-04	1.45E-04	1.41E-04	1.40E-04	1.35E-04	1.33E-04	1.36E-04	1.51E-04	1.44E-04	1.52E-04	1.61E-04	4.02E-06	3.67E-06
			SRWB12	Volume	835956.9	817321.1	0.1	2.75	3.39	2.56	1.55E-04	1.43E-04	1.45E-04	1.41E-04	1.40E-04	1.35E-04	1.33E-04	1.36E-04	1.51E-04	1.44E-04	1.52E-04	1.61E-04	4.02E-06	3.67E-06
			SRWB13	Volume	835949.9	817319.9	0.1	2.75	3.39	2.56	1.55E-04	1.43E-04	1.45E-04	1.41E-04	1.40E-04	1.35E-04	1.33E-04	1.36E-04	1.51E-04	1.44E-04	1.52E-04	1.61E-04	4.02E-06	3.67E-06
			SRWB14	Volume	835942.8	817318.8	0.1	2.75	3.39	2.56	1.55E-04	1.43E-04	1.45E-04	1.41E-04	1.40E-04	1.35E-04	1.33E-04	1.36E-04	1.51E-04	1.44E-04	1.52E-04	1.61E-04	4.02E-06	3.67E-06

SRWB01-SRWB07

Hourly Profile for Portal Emission

Hour	NO (g/s)												NO2 (g/s)												RSP (g/s)	FSP (g/s)
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	Annual
0000 - 0100	5.87E-05	5.44E-05	5.22E-05	4.88E-05	4.90E-05	4.46E-05	4.36E-05	4.52E-05	5.31E-05	5.29E-05	5.55E-05	6.12E-05	8.49E-06	8.13E-06	7.93E-06	7.65E-06	7.68E-06	7.21E-06	7.10E-06	7.27E-06	8.13E-06	8.10E-06	8.27E-06	8.65E-06	1.19E-06	1.09E-06
0100 - 0200	3.91E-05	3.65E-05	3.57E-05	3.30E-05	3.33E-05	2.97E-05	2.98E-05	3.05E-05	3.54E-05	3.42E-05	3.70E-05	4.07E-05	5.56E-06	5.35E-06	5.27E-06	5.06E-06	5.09E-06	4.72E-06	4.73E-06	4.80E-06	5.31E-06	5.20E-06	5.43E-06	5.68E-06	8.12E-07	7.48E-07
0200 - 0300	2.71E-05	2.49E-05	2.42E-05	2.20E-05	2.23E-05	1.99E-05	1.97E-05	2.01E-05	2.38E-05	2.29E-05	2.57E-05	2.86E-05	3.81E-06	3.65E-06	3.58E-06	3.40E-06	3.43E-06	3.18E-06	3.16E-06	3.20E-06	3.61E-06	3.51E-06	3.73E-06	3.92E-06	5.15E-07	4.74E-07
0300 - 0400	2.10E-05	1.92E-05	1.89E-05	1.72E-05	1.73E-05	1.52E-05	1.52E-05	1.55E-05	1.86E-05	1.80E-05	1.98E-05	2.20E-05	3.13E-06	2.99E-06	2.96E-06	2.81E-06	2.83E-06	2.60E-06	2.58E-06	2.62E-06	2.98E-06	2.90E-06	3.05E-06	3.21E-06	4.08E-07	3.76E-07
0400 - 0500	2.05E-05	1.89E-05	1.86E-05	1.69E-05	1.71E-05	1.52E-05	1.51E-05	1.47E-05	1.81E-05	1.74E-05	1.93E-05	2.15E-05	3.31E-06	3.17E-06	3.15E-06	2.98E-06	3.02E-06	2.79E-06	2.78E-06	2.72E-06	3.14E-06	3.06E-06	3.22E-06	3.38E-06	4.16E-07	3.83E-07
0500 - 0600	2.33E-05	2.15E-05	2.14E-05	1.92E-05	1.96E-05	1.76E-05	1.72E-05	1.70E-05	2.06E-05	2.04E-05	2.23E-05	2.45E-05	3.34E-06	3.21E-06	3.20E-06	3.01E-06	3.06E-06	2.84E-06	2.80E-06	2.78E-06	3.17E-06	3.14E-06	3.28E-06	3.43E-06	4.49E-07	4.14E-07
0600 - 0700	5.25E-05	4.79E-05	4.85E-05	4.35E-05	4.47E-05	4.26E-05	4.00E-05	3.98E-05	4.67E-05	4.69E-05	5.02E-05	5.44E-05	7.59E-06	7.26E-06	7.32E-06	6.88E-06	7.02E-06	6.80E-06	6.51E-06	6.50E-06	7.24E-06	7.25E-06	7.46E-06	7.74E-06	1.06E-06	9.77E-07
0700 - 0800	8.98E-05	8.17E-05	8.44E-05	7.57E-05	7.71E-05	7.36E-05	7.00E-05	6.97E-05	8.09E-05	8.05E-05	8.56E-05	9.32E-05	1.29E-05	1.23E-05	1.26E-05	1.18E-05	1.20E-05	1.16E-05	1.12E-05	1.11E-05	1.24E-05	1.23E-05	1.27E-05	1.32E-05	1.86E-06	1.71E-06
0800 - 0900	1.51E-04	1.39E-04	1.43E-04	1.33E-04	1.33E-04	1.27E-04	1.23E-04	1.21E-04	1.38E-04	1.37E-04	1.45E-04	1.57E-04	2.48E-05	2.36E-05	2.42E-05	2.32E-05	2.32E-05	2.26E-05	2.21E-05	2.18E-05	2.39E-05	2.38E-05	2.44E-05	2.53E-05	3.15E-06	2.90E-06
0900 - 1000	1.68E-04	1.56E-04	1.58E-04	1.47E-04	1.49E-04	1.43E-04	1.38E-04	1.40E-04	1.56E-04	1.52E-04	1.60E-04	1.74E-04	2.66E-05	2.56E-05	2.59E-05	2.49E-05	2.51E-05	2.44E-05	2.37E-05	2.38E-05	2.59E-05	2.55E-05	2.61E-05	2.71E-05	3.50E-06	3.22E-06
1000 - 1100	1.64E-04	1.52E-04	1.52E-04	1.46E-04	1.47E-04	1.39E-04	1.36E-04	1.42E-04	1.54E-04	1.48E-04	1.56E-04	1.70E-04	2.60E-05	2.49E-05	2.52E-05	2.45E-05	2.46E-05	2.37E-05	2.33E-05	2.40E-05	2.54E-05	2.47E-05	2.55E-05	2.65E-05	3.38E-06	3.10E-06
1100 - 1200	1.73E-04	1.58E-04	1.60E-04	1.54E-04	1.53E-04	1.46E-04	1.46E-04	1.50E-04	1.60E-04	1.55E-04	1.64E-04	1.77E-04	2.78E-05	2.65E-05	2.68E-05	2.62E-05	2.61E-05	2.53E-05	2.52E-05	2.56E-05	2.69E-05	2.64E-05	2.73E-05	2.83E-05	3.59E-06	3.30E-06
1200 - 1300	2.89E-04	2.69E-04	2.75E-04	2.66E-04	2.64E-04	2.54E-04	2.54E-04	2.57E-04	2.75E-04	2.68E-04	2.78E-04	2.99E-04	3.99E-05	3.82E-05	3.87E-05	3.79E-05	3.78E-05	3.67E-05	3.67E-05	3.70E-05	3.89E-05	3.82E-05	3.92E-05	4.07E-05	7.32E-06	6.70E-06
1300 - 1400	2.97E-04	2.76E-04	2.82E-04	2.69E-04	2.72E-04	2.61E-04	2.55E-04	2.66E-04	2.82E-04	2.75E-04	2.83E-04	3.07E-04	4.14E-05	3.96E-05	4.01E-05	3.89E-05	3.93E-05	3.80E-05	3.74E-05	3.85E-05	4.02E-05	3.96E-05	4.05E-05	4.22E-05	7.59E-06	6.93E-06
1400 - 1500	2.91E-04	2.74E-04	2.79E-04	2.66E-04	2.68E-04	2.57E-04	2.53E-04	2.64E-04	2.79E-04	2.71E-04	2.80E-04	3.03E-04	4.08E-05	3.93E-05	3.97E-05	3.86E-05	3.87E-05	3.76E-05	3.72E-05	3.83E-05	3.98E-05	3.91E-05	4.01E-05	4.18E-05	7.51E-06	6.86E-06
1500 - 1600	3.04E-04	2.84E-04	2.91E-04	2.81E-04	2.79E-04	2.69E-04	2.67E-04	2.73E-04	2.93E-04	2.83E-04	2.96E-04	3.14E-04	4.21E-05	4.03E-05	4.08E-05	4.00E-05	3.99E-05	3.87E-05	3.85E-05	3.92E-05	4.12E-05	4.03E-05	4.16E-05	4.29E-05	7.81E-06	7.14E-06
1600 - 1700	2.95E-04	2.72E-04	2.77E-04	2.69E-04	2.68E-04	2.58E-04	2.57E-04	2.61E-04	2.81E-04	2.72E-04	2.87E-04	3.02E-04	4.11E-05	3.91E-05	3.94E-05	3.88E-05	3.87E-05	3.76E-05	3.75E-05	3.79E-05	4.00E-05	3.91E-05	4.06E-05	4.17E-05	7.55E-06	6.90E-06
1700 - 1800	2.96E-04	2.72E-04	2.76E-04	2.67E-04	2.64E-04	2.59E-04	2.47E-04	2.59E-04	2.83E-04	2.71E-04	2.86E-04	3.05E-04	4.11E-05	3.90E-05	3.94E-05	3.86E-05	3.84E-05	3.77E-05	3.65E-05	3.77E-05	4.03E-05	3.91E-05	4.05E-05	4.19E-05	7.56E-06	6.91E-06
1800 - 1900	3.10E-04	2.86E-04	2.91E-04	2.79E-04	2.79E-04	2.68E-04	2.65E-04	2.69E-04	3.01E-04	2.88E-04	3.04E-04	3.21E-04	4.30E-05	4.09E-05	4.13E-05	4.03E-05	4.03E-05	3.91E-05	3.88E-05	3.92E-05	4.26E-05	4.12E-05	4.28E-05	4.41E-05	8.03E-06	7.34E-06
1900 - 2000	2.93E-04	2.75E-04	2.83E-04	2.67E-04	2.63E-04	2.50E-04	2.46E-04	2.51E-04	2.83E-04	2.68E-04	2.92E-04	3.11E-04	4.05E-05	3.90E-05	3.96E-05	3.84E-05	3.80E-05	3.66E-05	3.61E-05	3.68E-05	4.01E-05	3.86E-05	4.07E-05	4.22E-05	7.62E-06	6.97E-06
2000 - 2100	2.50E-04	2.31E-04	2.35E-04	2.24E-04	2.20E-04	2.11E-04	2.09E-04	2.12E-04	2.40E-04	2.28E-04	2.47E-04	2.64E-04	3.43E-05	3.26E-05	3.30E-05	3.20E-05	3.16E-05	3.06E-05	3.05E-05	3.08E-05	3.37E-05	3.25E-05	3.43E-05	3.55E-05	6.49E-06	5.93E-06
2100 - 2200	2.11E-04	1.94E-04	2.00E-04	1.88E-04	1.87E-04	1.80E-04	1.77E-04	1.78E-04	2.04E-04	1.91E-04	2.10E-04	2.24E-04	2.81E-05	2.66E-05	2.70E-05	2.60E-05	2.59E-05	2.53E-05	2.49E-05	2.50E-05	2.77E-05	2.64E-05	2.81E-05	2.91E-05	5.45E-06	4.98E-06
2200 - 2300	2.01E-04	1.85E-04	1.88E-04	1.79E-04	1.78E-04	1.69E-04	1.69E-04	1.70E-04	1.91E-04	1.88E-04	1.96E-04	2.12E-04	2.79E-05	2.63E-05	2.66E-05	2.58E-05	2.57E-05	2.47E-05	2.47E-05	2.48E-05	2.72E-05	2.68E-05	2.75E-05	2.87E-05	5.14E-06	4.70E-06
2300 - 2400	1.93E-04	1.78E-04	1.78E-04	1.69E-04	1.69E-04	1.58E-04	1.57E-04	1.58E-04	1.81E-04	1.81E-04	1.87E-04	2.00E-04	2.71E-05	2.56E-05	2.56E-05	2.48E-05	2.48E-05	2.36E-05	2.35E-05	2.36E-05	2.62E-05	2.62E-05	2.66E-05	2.76E-05	4.85E-06	4.44E-06
max:	3.10E-04	2.86E-04	2.91E-04	2.81E-04	2.79E-04	2.69E-04	2.67E-04	2.73E-04	3.01E-04	2.88E-04	3.04E-04	3.21E-04	4.30E-05	4.09E-05	4.13E-05	4.03E-05	4.03E-05	3.91E-05	3.88E-05	3.92E-05	4.26E-05	4.12E-05	4.28E-05	4.41E-05	8.03E-06	7.34E-06

SRWB08-SRWB14

Hourly Profile for Portal Emission

Hour	NO (g/s)												NO2 (g/s)												RSP (g/s)	FSP (g/s)
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	Annual
0000 - 0100	2.93E-05	2.72E-05	2.61E-05	2.44E-05	2.45E-05	2.23E-05	2.18E-05	2.26E-05	2.66E-05	2.64E-05	2.77E-05	3.06E-05	4.25E-06	4.07E-06	3.97E-06	3.82E-06	3.84E-06	3.61E-06	3.55E-06	3.64E-06	4.06E-06	4.05E-06	4.14E-06	4.33E-06	5.93E-07	5.46E-07
0100 - 0200	1.95E-05	1.82E-05	1.78E-05	1.65E-05	1.66E-05	1.48E-05	1.49E-05	1.52E-05	1.77E-05	1.71E-05	1.85E-05	2.04E-05	2.78E-06	2.68E-06	2.64E-06	2.53E-06	2.54E-06	2.36E-06	2.37E-06	2.40E-06	2.66E-06	2.60E-06	2.71E-06	2.84E-06	4.06E-07	3.74E-07
0200 - 0300	1.36E-05	1.25E-05	1.21E-05	1.10E-05	1.11E-05	9.93E-06	9.87E-06	1.01E-05	1.19E-05	1.15E-05	1.29E-05	1.43E-05	1.91E-06	1.82E-06	1.79E-06	1.70E-06	1.72E-06	1.59E-06	1.58E-06	1.60E-06	1.80E-06	1.75E-06	1.87E-06	1.96E-06	2.57E-07	2.37E-07
0300 - 0400	1.05E-05	9.60E-06	9.45E-06	8.59E-06	8.66E-06	7.62E-06	7.58E-06	7.76E-06	9.31E-06	8.98E-06	9.89E-06	1.10E-05	1.57E-06	1.50E-06	1.48E-06	1.41E-06	1.41E-06	1.30E-06	1.29E-06	1.31E-06	1.49E-06	1.45E-06	1.53E-06	1.60E-06	2.04E-07	1.88E-07
0400 - 0500	1.03E-05	9.43E-06	9.31E-06	8.43E-06	8.56E-06	7.60E-06	7.57E-06	7.35E-06	9.05E-06	8.72E-06	9.65E-06	1.08E-05	1.66E-06	1.59E-06	1.57E-06	1.49E-06	1.51E-06	1.39E-06	1.39E-06	1.36E-06	1.57E-06	1.53E-06	1.61E-06	1.69E-06	2.08E-07	1.92E-07
0500 - 0600	1.17E-05	1.08E-05	1.07E-05	9.60E-06	9.81E-06	8.79E-06	8.61E-06	8.49E-06	1.03E-05	1.02E-05	1.12E-05	1.23E-05	1.67E-06	1.61E-06	1.60E-06	1.51E-06	1.53E-06	1.42E-06	1.40E-06	1.39E-06	1.59E-06	1.57E-06	1.64E-06	1.71E-06	2.25E-07	2.07E-07
0600 - 0700	2.63E-05	2.40E-05	2.43E-05	2.17E-05	2.24E-05	2.13E-05	2.00E-05	1.99E-05	2.33E-05	2.35E-05	2.51E-05	2.72E-05	3.80E-06	3.63E-06	3.66E-06	3.44E-06	3.51E-06	3.40E-06	3.25E-06	3.25E-06	3.62E-06	3.63E-06	3.73E-06	3.87E-06	5.30E-07	4.89E-07
0700 - 0800	4.49E-05	4.08E-05	4.22E-05	3.79E-05	3.86E-05	3.68E-05	3.50E-05	3.48E-05	4.04E-05	4.02E-05	4.28E-05	4.66E-05	6.43E-06	6.14E-06	6.28E-06	5.89E-06	5.99E-06	5.79E-06	5.58E-06	5.57E-06	6.19E-06	6.16E-06	6.34E-06	6.58E-06	9.29E-07	8.54E-07
0800 - 0900	7.57E-05	6.94E-05	7.15E-05	6.64E-05	6.63E-05	6.36E-05	6.16E-05	6.06E-05	6.91E-05	6.86E-05	7.24E-05	7.87E-05	1.24E-05	1.18E-05	1.21E-05	1.16E-05	1.16E-05	1.13E-05	1.10E-05	1.09E-05	1.20E-05	1.19E-05	1.22E-05	1.27E-05	1.58E-06	1.45E-06
0900 - 1000	8.39E-05	7.82E-05	7.88E-05	7.37E-05	7.47E-05	7.15E-05	6.89E-05	6.98E-05	7.80E-05	7.62E-05	7.98E-05	8.69E-05	1.33E-05	1.28E-05	1.29E-05	1.24E-05	1.26E-05	1.22E-05	1.19E-05	1.19E-05	1.29E-05	1.27E-05	1.31E-05	1.36E-05	1.75E-06	1.61E-06
1000 - 1100	8.18E-05	7.60E-05	7.62E-05	7.31E-05	7.35E-05	6.96E-05	6.80E-05	7.10E-05	7.70E-05	7.39E-05	7.78E-05	8.48E-05	1.30E-05	1.25E-05	1.26E-05	1.22E-05	1.23E-05	1.18E-05	1.17E-05	1.20E-05	1.27E-05	1.24E-05	1.28E-05	1.33E-05	1.69E-06	1.55E-06
1100 - 1200	8.63E-05	7.91E-05	7.99E-05	7.70E-05	7.66E-05	7.32E-05	7.29E-05	7.48E-05	8.02E-05	7.77E-05	8.22E-05	8.84E-05	1.39E-05	1.32E-05	1.34E-05	1.31E-05	1.31E-05	1.26E-05	1.26E-05	1.28E-05	1.34E-05	1.32E-05	1.37E-05	1.41E-05	1.80E-06	1.65E-06
1200 - 1300	1.44E-04	1.34E-04	1.38E-04	1.33E-04	1.32E-04	1.27E-04	1.27E-04	1.29E-04	1.37E-04	1.34E-04	1.39E-04	1.49E-04	1.99E-05	1.91E-05	1.94E-05	1.89E-05	1.89E-05	1.83E-05	1.83E-05	1.85E-05	1.94E-05	1.91E-05	1.96E-05	2.04E-05	3.66E-06	3.35E-06
1300 - 1400	1.48E-04	1.38E-04	1.41E-04	1.34E-04	1.36E-04	1.30E-04	1.28E-04	1.33E-04	1.41E-04	1.38E-04	1.42E-04	1.53E-04	2.07E-05	1.98E-05	2.01E-05	1.95E-05	1.96E-05	1.90E-05	1.87E-05	1.93E-05	2.01E-05	1.98E-05	2.03E-05	2.11E-05	3.79E-06	3.47E-06
1400 - 1500	1.46E-04	1.37E-04	1.40E-04	1.33E-04	1.34E-04	1.29E-04	1.27E-04	1.32E-04	1.40E-04	1.36E-04	1.40E-04	1.52E-04	2.04E-05	1.97E-05	1.99E-05	1.93E-05	1.94E-05	1.88E-05	1.86E-05	1.91E-05	1.99E-05	1.96E-05	2.01E-05	2.09E-05	3.75E-06	3.43E-06
1500 - 1600	1.52E-04	1.42E-04	1.45E-04	1.41E-04	1.40E-04	1.35E-04	1.33E-04	1.36E-04	1.46E-04	1.42E-04	1.48E-04	1.57E-04	2.10E-05	2.01E-05	2.04E-05	2.00E-05	2.00E-05	1.94E-05	1.93E-05	1.96E-05	2.06E-05	2.01E-05	2.08E-05	2.15E-05	3.90E-06	3.57E-06
1600 - 1700	1.48E-04	1.36E-04	1.39E-04	1.35E-04	1.34E-04	1.29E-04	1.28E-04	1.30E-04	1.40E-04	1.36E-04	1.43E-04	1.51E-04	2.05E-05	1.95E-05	1.97E-05	1.94E-05	1.94E-05	1.88E-05	1.87E-05	1.90E-05	2.00E-05	1.96E-05	2.03E-05	2.09E-05	3.77E-06	3.45E-06
1700 - 1800	1.48E-04	1.36E-04	1.38E-04	1.33E-04	1.32E-04	1.29E-04	1.24E-04	1.29E-04	1.41E-04	1.36E-04	1.43E-04	1.52E-04	2.06E-05	1.95E-05	1.97E-05	1.93E-05	1.92E-05	1.89E-05	1.83E-05	1.89E-05	2.02E-05	1.95E-05	2.03E-05	2.09E-05	3.78E-06	3.45E-06
1800 - 1900	1.55E-04	1.43E-04	1.45E-04	1.40E-04	1.39E-04	1.34E-04	1.32E-04	1.34E-04	1.51E-04	1.44E-04	1.52E-04	1.61E-04	2.15E-05	2.05E-05	2.06E-05	2.01E-05	2.01E-05	1.96E-05	1.94E-05	1.96E-05	2.13E-05	2.06E-05	2.14E-05	2.21E-05	4.02E-06	3.67E-06
1900 - 2000	1.46E-04	1.37E-04	1.41E-04	1.34E-04	1.32E-04	1.25E-04	1.23E-04	1.26E-04	1.42E-04	1.34E-04	1.46E-04	1.56E-04	2.03E-05	1.95E-05	1.98E-05	1.92E-05	1.90E-05	1.83E-05	1.81E-05	1.84E-05	2.00E-05	1.93E-05	2.04E-05	2.11E-05	3.81E-06	3.48E-06
2000 - 2100	1.25E-04	1.15E-04	1.18E-04	1.12E-04	1.10E-04	1.05E-04	1.05E-04	1.06E-04	1.20E-04	1.14E-04	1.23E-04	1.32E-04	1.71E-05	1.63E-05	1.65E-05	1.60E-05	1.58E-05	1.53E-05	1.52E-05	1.54E-05	1.69E-05	1.63E-05	1.71E-05	1.78E-05	3.24E-06	2.97E-06
2100 - 2200	1.06E-04	9.71E-05	9.99E-05	9.39E-05	9.33E-05	9.02E-05	8.83E-05	8.88E-05	1.02E-04	9.57E-05	1.05E-04	1.12E-04	1.40E-05	1.33E-05	1.35E-05	1.30E-05	1.30E-05	1.26E-05	1.25E-05	1.25E-05	1.39E-05	1.32E-05	1.41E-05	1.46E-05	2.72E-06	2.49E-06
2200 - 2300	1.00E-04	9.26E-05	9.41E-05	8.93E-05	8.88E-05	8.43E-05	8.43E-05	8.48E-05	9.57E-05	9.39E-05	9.81E-05	1.06E-04	1.39E-05	1.31E-05	1.33E-05	1.29E-05	1.28E-05	1.24E-05	1.24E-05	1.24E-05	1.36E-05	1.34E-05	1.38E-05	1.43E-05	2.57E-06	2.35E-06
2300 - 2400	9.66E-05	8.91E-05	8.89E-05	8.44E-05	8.43E-05	7.90E-05	7.86E-05	7.89E-05	9.04E-05	9.06E-05	9.37E-05	9.99E-05	1.35E-05	1.28E-05	1.28E-05	1.24E-05	1.24E-05	1.18E-05	1.18E-05	1.18E-05	1.31E-05	1.31E-05	1.33E-05	1.38E-05	2.43E-06	2.22E-06
max:	1.55E-04	1.43E-04	1.45E-04	1.41E-04	1.40E-04	1.35E-04	1.33E-04	1.36E-04	1.51E-04	1.44E-04	1.52E-04	1.61E-04	2.15E-05	2.05E-05	2.06E-05	2.01E-05	2.01E-05	1.96E-05	1.94E-05	1.96E-05	2.13E-05	2.06E-05	2.14E-05	2.21E-05	4.02E-06	3.67E-06

SREB01-SREB07

Hourly Profile for Portal Emission

Hour	NO (g/s)												NO2 (g/s)												RSP (g/s)	FSP (g/s)
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	Annual
0000 - 0100	5.92E-04	5.63E-04	5.47E-04	5.24E-04	5.26E-04	4.91E-04	4.83E-04	4.96E-04	5.58E-04	5.57E-04	5.72E-04	6.07E-04	1.09E-04	1.05E-04	1.03E-04	1.00E-04	1.00E-04	9.49E-05	9.36E-05	9.56E-05	1.06E-04	1.05E-04	1.07E-04	1.11E-04	1.50E-05	1.38E-05
0100 - 0200	3.42E-04	3.26E-04	3.20E-04	3.03E-04	3.05E-04	2.79E-04	2.80E-04	2.84E-04	3.20E-04	3.12E-04	3.30E-04	3.52E-04	6.67E-05	6.44E-05	6.35E-05	6.13E-05	6.16E-05	5.75E-05	5.76E-05	5.84E-05	6.42E-05	6.29E-05	6.54E-05	6.78E-05	8.82E-06	8.10E-06
0200 - 0300	2.63E-04	2.50E-04	2.45E-04	2.31E-04	2.33E-04	2.15E-04	2.14E-04	2.17E-04	2.45E-04	2.38E-04	2.56E-04	2.72E-04	5.05E-05	4.88E-05	4.81E-05	4.62E-05	4.65E-05	4.38E-05	4.36E-05	4.40E-05	4.85E-05	4.74E-05	4.97E-05	5.15E-05	6.77E-06	6.22E-06
0300 - 0400	1.91E-04	1.80E-04	1.78E-04	1.67E-04	1.68E-04	1.54E-04	1.53E-04	1.55E-04	1.78E-04	1.73E-04	1.84E-04	1.97E-04	3.69E-05	3.56E-05	3.53E-05	3.38E-05	3.40E-05	3.17E-05	3.15E-05	3.20E-05	3.56E-05	3.48E-05	3.62E-05	3.76E-05	4.85E-06	4.45E-06
0400 - 0500	1.84E-04	1.75E-04	1.73E-04	1.62E-04	1.64E-04	1.51E-04	1.50E-04	1.47E-04	1.71E-04	1.67E-04	1.78E-04	1.90E-04	3.59E-05	3.47E-05	3.44E-05	3.30E-05	3.33E-05	3.12E-05	3.11E-05	3.06E-05	3.45E-05	3.37E-05	3.51E-05	3.65E-05	4.68E-06	4.30E-06
0500 - 0600	3.22E-04	3.09E-04	3.08E-04	2.91E-04	2.95E-04	2.76E-04	2.73E-04	2.71E-04	3.04E-04	3.02E-04	3.15E-04	3.30E-04	4.86E-05	4.72E-05	4.70E-05	4.50E-05	4.56E-05	4.30E-05	4.25E-05	4.23E-05	4.69E-05	4.65E-05	4.79E-05	4.95E-05	7.89E-06	7.25E-06
0600 - 0700	7.04E-04	6.71E-04	6.76E-04	6.35E-04	6.47E-04	6.28E-04	6.02E-04	6.01E-04	6.66E-04	6.68E-04	6.90E-04	7.19E-04	1.01E-04	9.72E-05	9.79E-05	9.30E-05	9.47E-05	9.21E-05	8.87E-05	8.85E-05	9.73E-05	9.74E-05	9.94E-05	1.02E-04	1.73E-05	1.59E-05
0700 - 0800	1.06E-03	1.00E-03	1.03E-03	9.61E-04	9.75E-04	9.43E-04	9.11E-04	9.08E-04	1.01E-03	1.00E-03	1.04E-03	1.09E-03	1.63E-04	1.57E-04	1.60E-04	1.52E-04	1.54E-04	1.49E-04	1.45E-04	1.44E-04	1.59E-04	1.58E-04	1.61E-04	1.66E-04	2.63E-05	2.42E-05
0800 - 0900	1.67E-03	1.57E-03	1.61E-03	1.53E-03	1.53E-03	1.48E-03	1.45E-03	1.43E-03	1.58E-03	1.58E-03	1.63E-03	1.71E-03	2.80E-04	2.68E-04	2.75E-04	2.64E-04	2.64E-04	2.57E-04	2.52E-04	2.48E-04	2.72E-04	2.71E-04	2.77E-04	2.86E-04	4.22E-05	3.87E-05
0900 - 1000	1.88E-03	1.79E-03	1.81E-03	1.73E-03	1.75E-03	1.69E-03	1.64E-03	1.65E-03	1.81E-03	1.78E-03	1.83E-03	1.93E-03	3.22E-04	3.10E-04	3.15E-04	3.03E-04	3.06E-04	2.97E-04	2.90E-04	2.91E-04	3.15E-04	3.11E-04	3.17E-04	3.28E-04	4.78E-05	4.40E-05
1000 - 1100	1.88E-03	1.79E-03	1.80E-03	1.75E-03	1.76E-03	1.69E-03	1.66E-03	1.71E-03	1.82E-03	1.77E-03	1.83E-03	1.93E-03	3.22E-04	3.10E-04	3.13E-04	3.06E-04	3.07E-04	2.96E-04	2.91E-04	2.99E-04	3.17E-04	3.08E-04	3.18E-04	3.28E-04	4.80E-05	4.41E-05
1100 - 1200	1.97E-03	1.86E-03	1.88E-03	1.83E-03	1.82E-03	1.76E-03	1.75E-03	1.78E-03	1.88E-03	1.84E-03	1.92E-03	2.01E-03	3.39E-04	3.25E-04	3.29E-04	3.21E-04	3.21E-04	3.11E-04	3.10E-04	3.14E-04	3.29E-04	3.24E-04	3.35E-04	3.45E-04	5.02E-05	4.62E-05
1200 - 1300	9.64E-04	9.05E-04	9.24E-04	8.95E-04	8.91E-04	8.59E-04	8.59E-04	8.70E-04	9.24E-04	9.04E-04	9.32E-04	9.93E-04	1.30E-04	1.25E-04	1.27E-04	1.24E-04	1.24E-04	1.20E-04	1.20E-04	1.21E-04	1.27E-04	1.25E-04	1.28E-04	1.33E-04	2.48E-05	2.27E-05
1300 - 1400	9.82E-04	9.23E-04	9.40E-04	9.01E-04	9.10E-04	8.76E-04	8.59E-04	8.91E-04	9.41E-04	9.20E-04	9.45E-04	1.01E-03	1.34E-04	1.28E-04	1.30E-04	1.26E-04	1.27E-04	1.23E-04	1.21E-04	1.25E-04	1.30E-04	1.28E-04	1.31E-04	1.36E-04	2.53E-05	2.32E-05
1400 - 1500	9.73E-04	9.23E-04	9.38E-04	8.99E-04	9.03E-04	8.72E-04	8.59E-04	8.92E-04	9.39E-04	9.16E-04	9.43E-04	1.01E-03	1.33E-04	1.28E-04	1.30E-04	1.26E-04	1.26E-04	1.23E-04	1.21E-04	1.25E-04	1.30E-04	1.28E-04	1.31E-04	1.36E-04	2.52E-05	2.31E-05
1500 - 1600	1.02E-03	9.60E-04	9.79E-04	9.51E-04	9.45E-04	9.14E-04	9.06E-04	9.26E-04	9.87E-04	9.57E-04	9.95E-04	1.05E-03	1.39E-04	1.33E-04	1.35E-04	1.32E-04	1.32E-04	1.28E-04	1.27E-04	1.30E-04	1.36E-04	1.33E-04	1.37E-04	1.42E-04	2.65E-05	2.43E-05
1600 - 1700	9.86E-04	9.17E-04	9.31E-04	9.08E-04	9.06E-04	8.75E-04	8.69E-04	8.83E-04	9.43E-04	9.16E-04	9.62E-04	1.01E-03	1.34E-04	1.27E-04	1.29E-04	1.27E-04	1.26E-04	1.23E-04	1.22E-04	1.24E-04	1.30E-04	1.28E-04	1.32E-04	1.36E-04	2.54E-05	2.32E-05
1700 - 1800	9.82E-04	9.12E-04	9.24E-04	8.97E-04	8.90E-04	8.73E-04	8.37E-04	8.73E-04	9.47E-04	9.12E-04	9.55E-04	1.01E-03	1.34E-04	1.27E-04	1.28E-04	1.25E-04	1.25E-04	1.23E-04	1.19E-04	1.23E-04	1.31E-04	1.27E-04	1.32E-04	1.36E-04	2.53E-05	2.32E-05
1800 - 1900	1.03E-03	9.55E-04	9.69E-04	9.35E-04	9.34E-04	9.00E-04	8.90E-04	9.03E-04	1.00E-03	9.61E-04	1.01E-03	1.06E-03	1.40E-04	1.33E-04	1.34E-04	1.31E-04	1.31E-04	1.27E-04	1.26E-04	1.27E-04	1.38E-04	1.34E-04	1.39E-04	1.43E-04	2.69E-05	2.46E-05
1900 - 2000	9.48E-04	8.96E-04	9.19E-04	8.75E-04	8.63E-04	8.23E-04	8.10E-04	8.27E-04	9.23E-04	8.79E-04	9.47E-04	1.00E-03	1.31E-04	1.26E-04	1.28E-04	1.24E-04	1.23E-04	1.19E-04	1.17E-04	1.19E-04	1.30E-04	1.25E-04	1.32E-04	1.36E-04	2.51E-05	2.29E-05
2000 - 2100	8.03E-04	7.47E-04	7.60E-04	7.29E-04	7.16E-04	6.88E-04	6.84E-04	6.93E-04	7.75E-04	7.40E-04	7.95E-04	8.42E-04	1.09E-04	1.03E-04	1.05E-04	1.02E-04	1.00E-04	9.72E-05	9.67E-05	9.77E-05	1.07E-04	1.03E-04	1.09E-04	1.12E-04	2.09E-05	1.92E-05
2100 - 2200	6.87E-04	6.38E-04	6.54E-04	6.20E-04	6.17E-04	5.98E-04	5.87E-04	5.90E-04	6.68E-04	6.31E-04	6.83E-04	7.23E-04	9.24E-05	8.77E-05	8.91E-05	8.60E-05	8.56E-05	8.37E-05	8.25E-05	8.28E-05	9.14E-05	8.74E-05	9.25E-05	9.57E-05	1.80E-05	1.65E-05
2200 - 2300	6.22E-04	5.78E-04	5.87E-04	5.60E-04	5.57E-04	5.32E-04	5.32E-04	5.35E-04	5.96E-04	5.86E-04	6.09E-04	6.50E-04	8.20E-05	7.75E-05	7.84E-05	7.61E-05	7.58E-05	7.31E-05	7.32E-05	7.35E-05	8.01E-05	7.90E-05	8.11E-05	8.42E-05	1.60E-05	1.47E-05
2300 - 2400	5.52E-04	5.11E-04	5.10E-04	4.87E-04	4.86E-04	4.57E-04	4.56E-04	4.57E-04	5.19E-04	5.20E-04	5.37E-04	5.69E-04	7.57E-05	7.16E-05	7.17E-05	6.95E-05	6.95E-05	6.63E-05	6.61E-05	6.63E-05	7.33E-05	7.34E-05	7.45E-05	7.71E-05	1.41E-05	1.29E-05
max:	1.97E-03	1.86E-03	1.88E-03	1.83E-03	1.82E-03	1.76E-03	1.75E-03	1.78E-03	1.88E-03	1.84E-03	1.92E-03	2.01E-03	3.39E-04	3.25E-04	3.29E-04	3.21E-04	3.21E-04	3.11E-04	3.10E-04	3.14E-04	3.29E-04	3.24E-04	3.35E-04	3.45E-04	5.02E-05	4.62E-05

SREB08-SREB14

Hourly Profile for Portal Emission

Hour	NO (g/s)												NO2 (g/s)												RSP (g/s)	FSP (g/s)
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	Annual
0000 - 0100	2.96E-04	2.81E-04	2.74E-04	2.62E-04	2.63E-04	2.45E-04	2.41E-04	2.48E-04	2.79E-04	2.78E-04	2.86E-04	3.04E-04	5.46E-05	5.27E-05	5.16E-05	5.00E-05	5.02E-05	4.75E-05	4.68E-05	4.78E-05	5.28E-05	5.26E-05	5.35E-05	5.54E-05	7.51E-06	6.89E-06
0100 - 0200	1.71E-04	1.63E-04	1.60E-04	1.51E-04	1.52E-04	1.39E-04	1.40E-04	1.42E-04	1.60E-04	1.56E-04	1.65E-04	1.76E-04	3.33E-05	3.22E-05	3.18E-05	3.07E-05	3.08E-05	2.87E-05	2.88E-05	2.92E-05	3.21E-05	3.15E-05	3.27E-05	3.39E-05	4.41E-06	4.05E-06
0200 - 0300	1.32E-04	1.25E-04	1.23E-04	1.15E-04	1.16E-04	1.07E-04	1.07E-04	1.08E-04	1.22E-04	1.19E-04	1.28E-04	1.36E-04	2.52E-05	2.44E-05	2.40E-05	2.31E-05	2.33E-05	2.19E-05	2.18E-05	2.20E-05	2.43E-05	2.37E-05	2.49E-05	2.57E-05	3.39E-06	3.11E-06
0300 - 0400	9.55E-05	9.01E-05	8.91E-05	8.37E-05	8.42E-05	7.68E-05	7.63E-05	7.77E-05	8.89E-05	8.65E-05	9.21E-05	9.84E-05	1.85E-05	1.78E-05	1.76E-05	1.69E-05	1.70E-05	1.58E-05	1.57E-05	1.60E-05	1.78E-05	1.74E-05	1.81E-05	1.88E-05	2.42E-06	2.23E-06
0400 - 0500	9.22E-05	8.74E-05	8.66E-05	8.12E-05	8.22E-05	7.54E-05	7.52E-05	7.36E-05	8.57E-05	8.34E-05	8.89E-05	9.49E-05	1.79E-05	1.73E-05	1.72E-05	1.65E-05	1.67E-05	1.56E-05	1.55E-05	1.53E-05	1.72E-05	1.69E-05	1.76E-05	1.82E-05	2.34E-06	2.15E-06
0500 - 0600	1.61E-04	1.54E-04	1.54E-04	1.45E-04	1.47E-04	1.38E-04	1.36E-04	1.35E-04	1.52E-04	1.51E-04	1.58E-04	1.65E-04	2.43E-05	2.36E-05	2.35E-05	2.25E-05	2.28E-05	2.15E-05	2.13E-05	2.11E-05	2.35E-05	2.33E-05	2.40E-05	2.47E-05	3.95E-06	3.63E-06
0600 - 0700	3.52E-04	3.36E-04	3.38E-04	3.18E-04	3.24E-04	3.14E-04	3.01E-04	3.01E-04	3.33E-04	3.34E-04	3.45E-04	3.59E-04	5.03E-05	4.86E-05	4.89E-05	4.65E-05	4.73E-05	4.61E-05	4.43E-05	4.43E-05	4.86E-05	4.87E-05	4.97E-05	5.11E-05	8.63E-06	7.93E-06
0700 - 0800	5.30E-04	5.02E-04	5.14E-04	4.81E-04	4.87E-04	4.71E-04	4.55E-04	4.54E-04	5.04E-04	5.02E-04	5.19E-04	5.43E-04	8.15E-05	7.84E-05	8.00E-05	7.59E-05	7.69E-05	7.47E-05	7.24E-05	7.22E-05	7.93E-05	7.90E-05	8.07E-05	8.30E-05	1.32E-05	1.21E-05
0800 - 0900	8.34E-04	7.87E-04	8.07E-04	7.67E-04	7.67E-04	7.42E-04	7.24E-04	7.15E-04	7.91E-04	7.88E-04	8.14E-04	8.57E-04	1.40E-04	1.34E-04	1.37E-04	1.32E-04	1.32E-04	1.29E-04	1.26E-04	1.24E-04	1.36E-04	1.35E-04	1.38E-04	1.43E-04	2.11E-05	1.94E-05
0900 - 1000	9.42E-04	8.97E-04	9.07E-04	8.65E-04	8.74E-04	8.45E-04	8.20E-04	8.26E-04	9.04E-04	8.88E-04	9.16E-04	9.65E-04	1.61E-04	1.55E-04	1.57E-04	1.52E-04	1.53E-04	1.49E-04	1.45E-04	1.45E-04	1.58E-04	1.55E-04	1.59E-04	1.64E-04	2.39E-05	2.20E-05
1000 - 1100	9.42E-04	8.95E-04	9.02E-04	8.75E-04	8.79E-04	8.43E-04	8.28E-04	8.55E-04	9.12E-04	8.83E-04	9.17E-04	9.65E-04	1.61E-04	1.55E-04	1.57E-04	1.53E-04	1.53E-04	1.48E-04	1.46E-04	1.50E-04	1.58E-04	1.54E-04	1.59E-04	1.64E-04	2.40E-05	2.21E-05
1100 - 1200	9.85E-04	9.29E-04	9.39E-04	9.14E-04	9.12E-04	8.79E-04	8.76E-04	8.91E-04	9.42E-04	9.21E-04	9.60E-04	1.00E-03	1.70E-04	1.62E-04	1.64E-04	1.61E-04	1.60E-04	1.55E-04	1.55E-04	1.57E-04	1.65E-04	1.62E-04	1.67E-04	1.72E-04	2.51E-05	2.31E-05
1200 - 1300	4.82E-04	4.53E-04	4.62E-04	4.47E-04	4.46E-04	4.30E-04	4.30E-04	4.35E-04	4.62E-04	4.52E-04	4.66E-04	4.97E-04	6.52E-05	6.25E-05	6.34E-05	6.21E-05	6.20E-05	6.01E-05	6.01E-05	6.05E-05	6.36E-05	6.26E-05	6.42E-05	6.65E-05	1.24E-05	1.14E-05
1300 - 1400	4.91E-04	4.62E-04	4.70E-04	4.50E-04	4.55E-04	4.38E-04	4.30E-04	4.45E-04	4.70E-04	4.60E-04	4.72E-04	5.06E-04	6.68E-05	6.41E-05	6.48E-05	6.29E-05	6.35E-05	6.15E-05	6.06E-05	6.23E-05	6.50E-05	6.41E-05	6.55E-05	6.82E-05	1.26E-05	1.16E-05
1400 - 1500	4.87E-04	4.62E-04	4.69E-04	4.50E-04	4.52E-04	4.36E-04	4.30E-04	4.46E-04	4.69E-04	4.58E-04	4.71E-04	5.04E-04	6.65E-05	6.41E-05	6.48E-05	6.29E-05	6.32E-05	6.13E-05	6.07E-05	6.25E-05	6.50E-05	6.38E-05	6.54E-05	6.80E-05	1.26E-05	1.16E-05
1500 - 1600	5.10E-04	4.80E-04	4.89E-04	4.75E-04	4.72E-04	4.57E-04	4.53E-04	4.63E-04	4.93E-04	4.79E-04	4.98E-04	5.25E-04	6.94E-05	6.66E-05	6.74E-05	6.62E-05	6.60E-05	6.40E-05	6.37E-05	6.48E-05	6.81E-05	6.66E-05	6.87E-05	7.08E-05	1.33E-05	1.21E-05
1600 - 1700	4.93E-04	4.59E-04	4.66E-04	4.54E-04	4.53E-04	4.37E-04	4.35E-04	4.41E-04	4.72E-04	4.58E-04	4.81E-04	5.03E-04	6.69E-05	6.37E-05	6.43E-05	6.33E-05	6.32E-05	6.14E-05	6.12E-05	6.19E-05	6.52E-05	6.38E-05	6.62E-05	6.79E-05	1.27E-05	1.16E-05
1700 - 1800	4.91E-04	4.56E-04	4.62E-04	4.48E-04	4.45E-04	4.36E-04	4.19E-04	4.36E-04	4.73E-04	4.56E-04	4.77E-04	5.05E-04	6.68E-05	6.34E-05	6.39E-05	6.26E-05	6.23E-05	6.13E-05	5.93E-05	6.13E-05	6.55E-05	6.36E-05	6.58E-05	6.80E-05	1.27E-05	1.16E-05
1800 - 1900	5.14E-04	4.77E-04	4.84E-04	4.68E-04	4.67E-04	4.50E-04	4.45E-04	4.51E-04	5.01E-04	4.80E-04	5.05E-04	5.31E-04	6.98E-05	6.65E-05	6.71E-05	6.54E-05	6.54E-05	6.35E-05	6.30E-05	6.37E-05	6.92E-05	6.70E-05	6.95E-05	7.16E-05	1.34E-05	1.23E-05
1900 - 2000	4.74E-04	4.48E-04	4.59E-04	4.37E-04	4.32E-04	4.12E-04	4.05E-04	4.14E-04	4.61E-04	4.39E-04	4.73E-04	5.02E-04	6.56E-05	6.31E-05	6.42E-05	6.21E-05	6.15E-05	5.93E-05	5.86E-05	5.94E-05	6.49E-05	6.24E-05	6.59E-05	6.81E-05	1.25E-05	1.15E-05
2000 - 2100	4.02E-04	3.73E-04	3.80E-04	3.64E-04	3.58E-04	3.44E-04	3.42E-04	3.46E-04	3.88E-04	3.70E-04	3.97E-04	4.21E-04	5.43E-05	5.16E-05	5.23E-05	5.08E-05	5.01E-05	4.86E-05	4.84E-05	4.89E-05	5.34E-05	5.15E-05	5.43E-05	5.61E-05	1.05E-05	9.58E-06
2100 - 2200	3.43E-04	3.19E-04	3.27E-04	3.10E-04	3.08E-04	2.99E-04	2.94E-04	2.95E-04	3.34E-04	3.15E-04	3.42E-04	3.61E-04	4.62E-05	4.39E-05	4.46E-05	4.30E-05	4.28E-05	4.19E-05	4.12E-05	4.14E-05	4.57E-05	4.37E-05	4.63E-05	4.78E-05	9.00E-06	8.23E-06
2200 - 2300	3.11E-04	2.89E-04	2.93E-04	2.80E-04	2.79E-04	2.66E-04	2.66E-04	2.68E-04	2.98E-04	2.93E-04	3.05E-04	3.25E-04	4.10E-05	3.88E-05	3.92E-05	3.80E-05	3.79E-05	3.65E-05	3.66E-05	3.67E-05	4.01E-05	3.95E-05	4.05E-05	4.21E-05	8.01E-06	7.33E-06
2300 - 2400	2.76E-04	2.56E-04	2.55E-04	2.43E-04	2.43E-04	2.29E-04	2.28E-04	2.29E-04	2.60E-04	2.60E-04	2.68E-04	2.84E-04	3.79E-05	3.58E-05	3.58E-05	3.47E-05	3.47E-05	3.32E-05	3.31E-05	3.31E-05	3.66E-05	3.67E-05	3.73E-05	3.85E-05	7.07E-06	6.46E-06
max:	9.85E-04	9.29E-04	9.39E-04	9.14E-04	9.12E-04	8.79E-04	8.76E-04	8.91E-04	9.42E-04	9.21E-04	9.60E-04	1.00E-03	1.70E-04	1.62E-04	1.64E-04	1.61E-04	1.60E-04	1.55E-04	1.55E-04	1.57E-04	1.65E-04	1.62E-04	1.67E-04	1.72E-04	2.51E-05	2.31E-05

Appendix 4-5

Derivation of Emission Rates of Bus Terminus/ Public Light Bus Terminus

Star Ferry Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 1st Quarter

Temperature: 13 °C

Relative Humidity: 32 %

Start Emission

	Single-Deck Franchised Bus (FBSD) Start Emission Factor (g/trip)																
NOx	2.79E-01	5.02E-01	6.69E-01	9.48E-01	1.17E+00	1.56E+00	2.29E+00	2.84E+00	4.18E+00	5.47E+00	6.14E+00	7.25E+00	7.98E+00	8.37E+00	8.59E+00	8.81E+00	8.92E+00	8.92E+00
NO	2.52E-01	4.53E-01	6.05E-01	8.56E-01	1.06E+00	1.41E+00	2.07E+00	2.57E+00	3.78E+00	4.94E+00	5.54E+00	6.55E+00	7.20E+00	7.56E+00	7.76E+00	7.96E+00	8.06E+00	8.06E+00
NO2	2.70E-02	4.86E-02	6.48E-02	9.19E-02	1.14E-01	1.51E-01	2.22E-01	2.76E-01	4.05E-01	5.30E-01	5.94E-01	7.03E-01	7.73E-01	8.11E-01	8.32E-01	8.54E-01	8.65E-01	8.65E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

	Double-Deck Franchised Bus (FBDD) Start Emission Factor (g/trip)																
NOx	7.42E-01	1.33E+00	1.78E+00	2.52E+00	3.11E+00	4.15E+00	6.08E+00	7.56E+00	1.11E+01	1.45E+01	1.63E+01	1.93E+01	2.12E+01	2.22E+01	2.28E+01	2.34E+01	2.37E+01	2.37E+01
NO	6.93E-01	1.25E+00	1.66E+00	2.36E+00	2.91E+00	3.88E+00	5.69E+00	7.07E+00	1.04E+01	1.36E+01	1.53E+01	1.80E+01	1.98E+01	2.08E+01	2.14E+01	2.19E+01	2.22E+01	2.22E+01
NO2	4.81E-02	8.65E-02	1.15E-01	1.63E-01	2.02E-01	2.69E-01	3.94E-01	4.90E-01	7.21E-01	9.42E-01	1.06E+00	1.25E+00	1.37E+00	1.44E+00	1.48E+00	1.52E+00	1.54E+00	1.54E+00
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Hour \ Braking Time (min)	No. of Trips of FBSD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total		0

Hour \ Braking Time (min)	No. of Trips of FBDD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	4	4	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	9	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	4	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	3	17	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	4	6	15	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1000 - 1100	3	7	20	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1100 - 1200	1	5	29	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	3	12	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	1	15	17	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	12	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	5	12	11	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	6	19	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	2	16	24	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1800 - 1900	6	12	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	5	13	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	3	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	2	7	14	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2200 - 2300	6	5	11	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2300 - 2400	2	5	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total		678

Total Start Emission of FBSD & FBDD (g)					
NOx	NO	NO2	RSP	FSP
2.76E+01	2.58E+01	1.79E+00	0.00E+00	0.00E+00
2.82E+00	2.63E+00	1.83E-01	0.00E+00	0.00E+00
4.30E+00	4.02E+00	2.79E-01	0.00E+00	0.00E+00
5.64E+00	5.27E+00	3.65E-01	0.00E+00	0.00E+00
7.41E+00	6.93E+00	4.81E-01	0.00E+00	0.00E+00
5.78E+00	5.41E+00	3.75E-01	0.00E+00	0.00E+00
4.05E+01	3.79E+01	2.62E+00	0.00E+00	0.00E+00
3.63E+01	3.40E+01	2.36E+00	0.00E+00	0.00E+00
5.84E+01	5.46E+01	3.79E+00	0.00E+00	0.00E+00
5.69E+01	5.33E+01	3.69E+00	0.00E+00	0.00E+00
7.55E+01	7.06E+01	4.89E+00	0.00E+00	0.00E+00
8.23E+01	7.70E+01	5.34E+00	0.00E+00	0.00E+00
5.56E+01	5.20E+01	3.61E+00	0.00E+00	0.00E+00
8.48E+01	7.93E+01	5.50E+00	0.00E+00	0.00E+00
7.71E+01	7.21E+01	5.00E+00	0.00E+00	0.00E+00
8.97E+01	8.39E+01	5.82E+00	0.00E+00	0.00E+00
8.23E+01	7.70E+01	5.34E+00	0.00E+00	0.00E+00
9.52E+01	8.90E+01	6.17E+00	0.00E+00	0.00E+00
6.50E+01	6.07E+01	4.21E+00	0.00E+00	0.00E+00
4.92E+01	4.60E+01	3.19E+00	0.00E+00	0.00E+00
5.87E+01	5.49E+01	3.81E+00	0.00E+00	0.00E+00
4.83E+01	4.52E+01	3.13E+00	0.00E+00	0.00E+00
5.44E+01	5.09E+01	3.53E+00	0.00E+00	0.00E+00
3.84E+01	3.59E+01	2.49E+00	0.00E+00	0.00E+00

Idling Emission - Terminating Buses

Idling Time for Terminating Buses =	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	FBSD											FBDD										
	Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
0500 - 0600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1000 - 1100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1100 - 1200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1400 - 1500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1800 - 1900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
2200 - 2300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
2300 - 2400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											7										

Hour	FBSD											FBDD										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	18	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.00E+00	3.76E+00	2.35E-01	3.34E-02	3.34E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.66E-01	6.27E-01	3.91E-02	5.57E-03	5.57E-03
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.44E-01	4.18E-01	2.61E-02	3.71E-03	3.71E-03
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.44E-01	4.18E-01	2.61E-02	3.71E-03	3.71E-03
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.66E-01	6.27E-01	3.91E-02	5.57E-03	5.57E-03
0600 - 0700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	23	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	5.11E+00	4.81E+00	3.00E-01	4.27E-02	4.27E-02
0700 - 0800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	26	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	5.77E+00	5.43E+00	3.39E-01	4.82E-02	4.82E-02
0800 - 0900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	38	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	8.44E+00	7.94E+00	4.96E-01	7.05E-02	7.05E-02
0900 - 1000	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	29	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.44E+00	6.06E+00	3.78E-01	5.38E-02	5.38E-02
1000 - 1100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	38	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	8.44E+00	7.94E+00	4.96E-01	7.05E-02	7.05E-02
1100 - 1200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	44	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.77E+00	9.20E+00	5.74E-01	8.16E-02	8.16E-02
1200 - 1300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	33	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	7.33E+00	6.90E+00	4.31E-01	6.12E-02	6.12E-02
1300 - 1400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	44	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.77E+00	9.20E+00	5.74E-01	8.16E-02	8.16E-02
1400 - 1500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	43	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.55E+00	8.99E+00	5

Running Emission - Terminating and Bypass Buses

Average Travelling Distance within Bus Terminus =	230	m
Average Travelling Speed =	10	km/h

Hour	FSBD Frequency	FSBD Running Emission Factor (g/km-vehicle)					FSBD Running Emission (g)					FBDD Frequency	FBDD Running Emission Factor (g/km-vehicle)					FBDD Running Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	33	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	8.66E+01	8.15E+01	5.09E+00	2.94E+00	2.70E+00
0100 - 0200	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.31E+01	1.23E+01	7.71E-01	4.45E-01	4.09E-01
0200 - 0300	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	5.25E+00	4.94E+00	3.08E-01	1.78E-01	1.64E-01
0300 - 0400	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	5.25E+00	4.94E+00	3.08E-01	1.78E-01	1.64E-01
0400 - 0500	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	5.25E+00	4.94E+00	3.08E-01	1.78E-01	1.64E-01
0500 - 0600	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.31E+01	1.23E+01	7.71E-01	4.45E-01	4.09E-01
0600 - 0700	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	50	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.31E+02	1.23E+02	7.71E+00	4.45E+00	4.09E+00
0700 - 0800	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	57	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.50E+02	1.41E+02	8.79E+00	5.07E+00	4.67E+00
0800 - 0900	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	99	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	2.60E+02	2.44E+02	1.53E+01	8.81E+00	8.10E+00
0900 - 1000	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	71	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.86E+02	1.75E+02	1.09E+01	6.32E+00	5.81E+00
1000 - 1100	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	80	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	2.10E+02	1.98E+02	1.23E+01	7.12E+00	6.55E+00
1100 - 1200	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	75	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.97E+02	1.85E+02	1.16E+01	6.67E+00	6.14E+00
1200 - 1300	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	78	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	2.05E+02	1.93E+02	1.20E+01	6.94E+00	6.38E+00
1300 - 1400	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	92	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	2.41E+02	2.27E+02	1.42E+01	8.19E+00	7.53E+00
1400 - 1500	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	82	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	2.15E+02	2.03E+02	1.26E+01	7.30E+00	6.71E+00
1500 - 1600	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	83	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	2.18E+02	2.05E+02	1.28E+01	7.39E+00	6.79E+00
1600 - 1700	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	102	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	2.68E+02	2.52E+02	1.57E+01	9.08E+00	8.35E+00
1700 - 1800	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	96	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	2.52E+02	2.37E+02	1.48E+01	8.54E+00	7.86E+00
1800 - 1900	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	88	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	2.31E+02	2.17E+02	1.36E+01	7.83E+00	7.20E+00
1900 - 2000	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	68	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.78E+02	1.68E+02	1.05E+01	6.05E+00	5.57E+00
2000 - 2100	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	54	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.42E+02	1.33E+02	8.33E+00	4.81E+00	4.42E+00
2100 - 2200	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	51	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.34E+02	1.26E+02	7.86E+00	4.54E+00	4.17E+00
2200 - 2300	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	45	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.18E+02	1.11E+02	6.94E+00	4.00E+00	3.68E+00
2300 - 2400	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	35	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	9.18E+01	8.64E+01	5.40E+00	3.11E+00	2.86E+00
Daily Total	0											1355										

Idling Emission - Bypass Buses

Idling Time for Bypass Buses =	2	min

Hour	FSBD Frequency	FSBD Hot Idling Emission Factor (g/s)					FSBD Hot Idling Emission (g)					FBDD Frequency	FBDD Hot Idling Emission Factor (g/s)					FBDD Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	5.70E+00	5.36E+00	3.35E-01	4.76E-02	4.76E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	7.59E-01	7.15E-01	4.46E-02	6.35E-03	6.35E-03
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	7.59E-01	7.15E-01	4.46E-02	6.35E-03	6.35E-03
0600 - 0700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	27	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.03E+01	9.65E+00	6.02E-01	8.57E-02	8.57E-02
0700 - 0800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	31	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.18E+01	1.11E+01	6.92E-01	9.84E-02	9.84E-02
0800 - 0900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	61	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.32E+01	2.18E+01	1.36E+00	1.94E-01	1.94E-01
0900 - 1000	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	41	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.56E+01	1.47E+01	9.15E-01	1.30E-01	1.30E-01
1000 - 1100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	41	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.56E+01	1.47E+01	9.15E-01	1.30E-01	1.30E-01
1100 - 1200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	31	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.18E+01	1.11E+01	6.92E-01	9.84E-02	9.84E-02
1200 - 1300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	45	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.71E+01	1.61E+01	1.00E+00	1.43E-01	1.43E-01
1300 - 1400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	47	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+01	1.68E+01	1.05E+00	1.49E-01	1.49E-01
1400 - 1500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	39	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.48E+01	1.39E+01	8.70E-01	1.24E-01	1.24E-01
1500 - 1600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	37	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.41E+01	1.32E+01	8.26E-01	1.17E-01	1.17E-01
1600 - 1700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	50	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.90E+01	1.79E+01	1.12E+00	1.59E-01	1.59E-01
1700 - 1800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	47	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+01	1.68E+01	1.05E+00	1.49E-01	1.49E-01
1800 - 1900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	47	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+01	1.68E+01	1.05E+00	1.49E-01	1.49E-01
1900 - 2000	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	35	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.33E+01	1.25E+01	7.81E-01	1.11E-01	1.11E-01
2000 - 2100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	24	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.11E+00	8.58E+00	5.36E-01	7.62E-02	7.62E-02
2100 - 2200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	25	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.49E+00	8.94E+00	5.58E-01	7.93E-02	7.93E-02
2200 - 2300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	17	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.46E+00	6.08E+00	3.79E-01	5.39E-02	5.39E-02
2300 - 2400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.94E+00	4.65E+00	2.90E-01	4.12E-02	4.12E-02
Daily Total	0											677										

Total Hourly Emission

Hour	Total Emission inside Bus Terminus (g) (Running + Idling + Start) [6]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	9.96E+01	9.38E+01	5.88E+00	3.02E+00	2.78E+00	2.77E-02	2.60E-02	1.63E-03	8.38E-04	7.73E-04
0100 - 0200	1.49E+01	1.40E+01	8.75E-01	4.57E-01	4.21E-01	4.13E-03	3.88E-03	2.43E-04	1.27E-04	1.17E-04
0200 - 0300	6.24E+00	5.87E+00	3.71E-01	1.82E-01	1.67E-01	1.73E-03	1.63E-03	1.03E-04	5.05E-05	4.65E-05
0300 - 0400	6.43E+00	6.05E+00	3.83E-01	1.82E-01	1.67E-01	1.79E-03	1.68E-03	1.06E-04	5.05E-05	4.65E-05
0400 - 0500	1.27E+01	1.15E+01	7.26E-01	1.82E-01	1.67E-01	3.40E-03	3.20E-03	2.02E-04	5.05E-05	4.65E-05
0500 - 0600	1.53E+01	1.44E+01	9.03E-01	4.57E-01	4.21E-01	4.24E-03	3.99E-03	2.51E-04	1.27E-04	1.17E-04
0600 - 0700	1.52E+02	1.43E+02	8.94E+00	4.58E+00	4.22E+00	4.21E-02	3.96E-02	2.48E-03	1.27E-03	1.17E-03
0700 - 0800	1.71E+02	1.61E+02	1.01E+01	5.22E+00	4.81E+00	4.76E-02	4.48E-02	2.81E-03	1.45E-03	1.34E-03
0800 - 0900	2.99E+02	2.81E+02	1.76E+01	9.07E+00	8.37E+00	8.29E-02	7.80E-02	4.89E-03	2.52E-03	2.32E-03
0900 - 1000	2.21E+02	2.08E+02	1.31E+01	6.50E+00	6.00E+00	6.15E-02	5.78E-02	3.63E-03	1.81E-03	1.67E-03
1000 - 1100	2.49E+02	2.36E+02	1.47E+01	7.32E+00	6.75E+00	6.92E-02	6.51E-02	4.09E-03	2.03E-03	1.88E-03
1100 - 1200	2.29E+02	2.15E+02	1.35E+01	6.85E+00	6.32E+00	6.35E-02	5.98E-02	3.75E-03	1.90E-03	1.76E-03
1200 - 1300	2.36E+02	2.22E+02	1.39E+01	7.15E+00	6.59E+00	6.55E-02	6.17E-02	3.86E-03	1.98E-03	1.83E-03
1300 - 1400	2.85E+02	2.69E+02	1.68E+01	8.42E+00	7.76E+00	7.93E-02	7.46E-02	4.68E-03	2.34E-03	2.16E-03
1400 - 1500	2.49E+02	2.34E+02	1.47E+01	7.50E+00	6.92E+00	6.92E-02	6.51E-02	4.09E-03	2.08E-03	1.92E-03
1500 - 1600	2.53E+02	2.38E+02	1.50E+01	7.59E+00	7.00E+00	7.04E-02	6.62E-02	4.16E-03	2.11E-03	1.94E-03
1600 - 1700	3.08E+02	2.90E+02	1.82E+01	9.33E+00	8.60E+00	8.56E-02	8.06E-02	5.05E-03	2.59E-03	2.39E-03
1700 - 1800	2.98E+02	2.81E+02	1.76E+01	8.78E+00	8.10E+00	8.28E-02	7.79E-02	4.89E-03	2.44E-03	2.25E-03
1800 - 1900	2.66E+02	2.50E+02	1.57E+01	8.06E+00	7.43E+00	7.38E-02	6.95E-02	4.35E-03	2.24E-03	2.06E-03
1900 - 2000	2.06E+02	1.93E+02	1.21E+01	6.22E+00	5.74E+00	5.70E-02	5.36E-02	3.36E-03	1.73E-03	1.59E-03
2000 - 2100	1.65E+02	1.55E+02	9.74E+00	4.94E+00	4.55E+00	4.58E-02	4.31E-02	2.71E-03	1.37E-03	1.26E-03
2100 - 2200	1.61E+02	1.51E+02	9.49E+00	4.67E+00	4.30E+00	4.46E-02	4.20E-02	2.63E-03	1.30E-03	1.20E-03
2200 - 2300	1.43E+02	1.35E+02	8.46E+00	4.11E+00	3.79E+00	3.98E-02	3.74E-02	2.35E-03	1.14E-03	1.05E-03
2300 - 2400	1.06E+02	1.00E+02	6.29E+00	3.20E+00	2.95E+00	2.96E-02	2.78E-02	1.75E-03	8.88E-04	8.19E-04
					max:	8.06E-02	5.05E-03	2.59E-03	2.39E-03	

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.32	0.32	0.32	0.32
0.05	0.05	0.05	0.05
0.02	0.02	0.02	0.02
0.02	0.02	0.02	0.02
0.04	0.04	0.02	0.02
0.05	0.05	0.05	0.05
0.49	0.49	0.49	0.49
0.56	0.56	0.56	0.56
0.97	0.97	0.97	0.97
0.72	0.72	0.70	0.70
0.81	0.81	0.78	0.78
0.74	0.74	0.73	0.73
0.77	0.77	0.77	0.77
0.93	0.93	0.90	0.90
0.81	0.81	0.80	0.80
0.82	0.82	0.81	0.81
1.00	1.00	1.00	1.00
0.97	0.97	0.94	0.94
0.86	0.86	0.86	0.86
0.67	0.66	0.67	0.67
0.53	0.54	0.53	0.53
0.52	0.52	0.50	0.50
0.46	0.47	0.44	0.44
0.35	0.35	0.34	0.34

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of FBSD & FBDD (g) + Hot Idling Emission of FBSD & FBDD (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for Diesel vehicles with SCR

[4] Adjusted Start Emission within Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Stop/Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside Bus Terminus (m) / 700m]

Minimum value = 0 g

[6] Total Emission Inside Bus Terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within Bus Terminus (g)

Star Ferry Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 2nd Quarter

Temperature: 20 °C

Relative Humidity: 47 %

Start Emission

	Single-Deck Franchised Bus (FBSD) Start Emission Factor (g/trip)																	
NOx	2.79E-01	5.02E-01	6.69E-01	9.48E-01	1.17E+00	1.56E+00	2.29E+00	2.84E+00	4.18E+00	5.47E+00	6.14E+00	7.25E+00	7.98E+00	8.37E+00	8.59E+00	8.81E+00	8.92E+00	8.92E+00
NO	2.52E-01	4.53E-01	6.05E-01	8.56E-01	1.06E+00	1.41E+00	2.07E+00	2.57E+00	3.78E+00	4.94E+00	5.54E+00	6.55E+00	7.20E+00	7.56E+00	7.76E+00	7.96E+00	8.06E+00	8.06E+00
NO2	2.70E-02	4.86E-02	6.48E-02	9.19E-02	1.14E-01	1.51E-01	2.22E-01	2.76E-01	4.05E-01	5.30E-01	5.94E-01	7.03E-01	7.73E-01	8.11E-01	8.32E-01	8.54E-01	8.65E-01	8.65E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

	Double-Deck Franchised Bus (FBDD) Start Emission Factor (g/trip)																	
NOx	7.42E-01	1.33E+00	1.78E+00	2.52E+00	3.11E+00	4.15E+00	6.08E+00	7.56E+00	1.11E+01	1.45E+01	1.63E+01	1.93E+01	2.12E+01	2.22E+01	2.28E+01	2.34E+01	2.37E+01	2.37E+01
NO	6.93E-01	1.25E+00	1.66E+00	2.36E+00	2.91E+00	3.88E+00	5.69E+00	7.07E+00	1.04E+01	1.36E+01	1.53E+01	1.80E+01	1.98E+01	2.08E+01	2.14E+01	2.19E+01	2.22E+01	2.22E+01
NO2	4.81E-02	8.65E-02	1.15E-01	1.63E-01	2.02E-01	2.69E-01	3.94E-01	4.90E-01	7.21E-01	9.42E-01	1.06E+00	1.25E+00	1.37E+00	1.44E+00	1.48E+00	1.52E+00	1.54E+00	1.54E+00
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Hour (Braking Time (min))	No. of Trips of FBSD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total		0

Hour (Braking Time (min))	No. of Trips of FBDD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	4	4	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	9	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	4	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	3	17	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	4	6	15	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1000 - 1100	3	7	20	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1100 - 1200	1	5	29	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	3	12	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	1	15	17	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	12	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	5	12	11	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	6	19	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	2	16	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	6	12	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	5	13	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	3	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	2	7	14	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2200 - 2300	6	5	11	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2300 - 2400	2	5	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total		678

Total Start Emission of FBSD & FBDD (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
2.76E+01	2.58E+01	1.79E+00	0.00E+00	0.00E+00
2.82E+00	2.63E+00	1.83E-01	0.00E+00	0.00E+00
4.30E+00	4.02E+00	2.79E-01	0.00E+00	0.00E+00
5.64E+00	5.27E+00	3.65E-01	0.00E+00	0.00E+00
7.41E+00	6.93E+00	4.81E-01	0.00E+00	0.00E+00
5.78E+00	5.41E+00	3.75E-01	0.00E+00	0.00E+00
4.05E+01	3.79E+01	2.62E+00	0.00E+00	0.00E+00
3.63E+01	3.40E+01	2.36E+00	0.00E+00	0.00E+00
5.84E+01	5.46E+01	3.79E+00	0.00E+00	0.00E+00
5.69E+01	5.33E+01	3.69E+00	0.00E+00	0.00E+00
7.55E+01	7.06E+01	4.89E+00	0.00E+00	0.00E+00
8.23E+01	7.70E+01	5.34E+00	0.00E+00	0.00E+00
5.56E+01	5.20E+01	3.61E+00	0.00E+00	0.00E+00
8.48E+01	7.93E+01	5.50E+00	0.00E+00	0.00E+00
7.71E+01	7.21E+01	5.00E+00	0.00E+00	0.00E+00
8.97E+01	8.39E+01	5.82E+00	0.00E+00	0.00E+00
8.23E+01	7.70E+01	5.34E+00	0.00E+00	0.00E+00
9.52E+01	8.90E+01	6.17E+00	0.00E+00	0.00E+00
6.50E+01	6.07E+01	4.21E+00	0.00E+00	0.00E+00
4.92E+01	4.60E+01	3.19E+00	0.00E+00	0.00E+00
5.87E+01	5.49E+01	3.81E+00	0.00E+00	0.00E+00
4.83E+01	4.52E+01	3.13E+00	0.00E+00	0.00E+00
5.44E+01	5.09E+01	3.53E+00	0.00E+00	0.00E+00
3.84E+01	3.59E+01	2.49E+00	0.00E+00	0.00E+00

Idling Emission - Terminating Buses

Idling Time for Terminating Buses =	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	FBSD										FBDD									
	Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
0500 - 0600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1000 - 1100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1100 - 1200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1400 - 1500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1800 - 1900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
2200 - 2300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
2300 - 2400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											7										

Hour	FBSD										FBDD									
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	18	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.00E+00	3.76E+00	2.35E-01	3.34E-02	3.34E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.66E-01	6.27E-01	3.91E-02	5.57E-03	5.57E-03
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.44E-01	4.18E-01	2.61E-02	3.71E-03	3.71E-03
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.44E-01	4.18E-01	2.61E-02	3.71E-03	3.71E-03
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.66E-01	6.27E-01	3.91E-02	5.57E-03	5.57E-03
0600 - 0700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	23	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	5.11E+00	4.81E+00	3.00E-01	4.27E-02	4.27E-02
0700 - 0800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	26	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	5.77E+00	5.43E+00	3.39E-01	4.82E-02	4.82E-02
0800 - 0900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	38	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	8.44E+00	7.94E+00	4.96E-01	7.05E-02	7.05E-02
0900 - 1000	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	29	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.44E+00	6.06E+00	3.78E-01	5.38E-02	5.38E-02
1000 - 1100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	38	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	8.44E+00	7.94E+00	4.96E-01	7.05E-02	7.05E-02
1100 - 1200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	44	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.77E+00	9.20E+00	5.74E-01	8.16E-02	8.16E-02
1200 - 1300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	33	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	7.33E+00	6.90E+00	4.31E-01	6.12E-02	6.12E-02
1300 - 1400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	44	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.77E+00	9.20E+00	5.74E-01	8.16E-02	8.16E-02
1400 - 1500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	43	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.55E+00	8.99E

Running Emission - Terminating and Bypass Buses

Average Travelling Distance within Bus Terminus =	230	m
Average Travelling Speed =	10	km/h

Hour	FSBD										FBDD									
	Frequency	Running Emission Factor (g/km-vehicle)					Running Emission (g)					Frequency	Running Emission Factor (g/km-vehicle)					Running Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	33	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	8.11E+01	7.64E+01	4.77E+00	2.94E+00	2.70E+00
0100 - 0200	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.23E+01	1.16E+01	7.22E-01	4.45E-01	4.09E-01
0200 - 0300	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	4.92E+00	4.63E+00	2.89E-01	1.78E-01	1.64E-01
0300 - 0400	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	4.92E+00	4.63E+00	2.89E-01	1.78E-01	1.64E-01
0400 - 0500	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	4.92E+00	4.63E+00	2.89E-01	1.78E-01	1.64E-01
0500 - 0600	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.23E+01	1.16E+01	7.22E-01	4.45E-01	4.09E-01
0600 - 0700	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	50	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.23E+02	1.16E+02	7.22E+00	4.45E+00	4.09E+00
0700 - 0800	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	57	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.40E+02	1.32E+02	8.24E+00	5.07E+00	4.67E+00
0800 - 0900	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	99	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	2.43E+02	2.29E+02	1.43E+01	8.81E+00	8.10E+00
0900 - 1000	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	71	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.75E+02	1.64E+02	1.03E+01	6.32E+00	5.81E+00
1000 - 1100	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	80	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.97E+02	1.85E+02	1.16E+01	7.12E+00	6.55E+00
1100 - 1200	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	75	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.84E+02	1.74E+02	1.08E+01	6.67E+00	6.14E+00
1200 - 1300	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	78	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.92E+02	1.81E+02	1.13E+01	6.94E+00	6.38E+00
1300 - 1400	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	92	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	2.26E+02	2.13E+02	1.33E+01	8.19E+00	7.53E+00
1400 - 1500	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	82	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	2.02E+02	1.90E+02	1.18E+01	7.30E+00	6.71E+00
1500 - 1600	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	83	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	2.04E+02	1.92E+02	1.20E+01	7.39E+00	6.79E+00
1600 - 1700	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	102	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	2.51E+02	2.36E+02	1.47E+01	9.08E+00	8.35E+00
1700 - 1800	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	96	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	2.36E+02	2.22E+02	1.39E+01	8.54E+00	7.86E+00
1800 - 1900	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	88	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	2.16E+02	2.04E+02	1.27E+01	7.83E+00	7.20E+00
1900 - 2000	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	68	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.67E+02	1.57E+02	9.83E+00	6.05E+00	5.57E+00
2000 - 2100	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	54	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.33E+02	1.25E+02	7.80E+00	4.81E+00	4.42E+00
2100 - 2200	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	51	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.25E+02	1.18E+02	7.37E+00	4.54E+00	4.17E+00
2200 - 2300	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	45	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.11E+02	1.04E+02	6.50E+00	4.00E+00	3.68E+00
2300 - 2400	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	35	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	8.61E+01	8.10E+01	5.06E+00	3.11E+00	2.86E+00
Daily Total	0											1355										

Idling Emission - Bypass Buses

Idling Time for Bypass Buses =	2	min

Hour	FSBD										FBDD									
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	5.70E+00	5.36E+00	3.35E-01	4.76E-02	4.76E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	7.59E-01	7.15E-01	4.46E-02	6.35E-03	6.35E-03
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	7.59E-01	7.15E-01	4.46E-02	6.35E-03	6.35E-03
0600 - 0700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	27	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.03E+01	9.65E+00	6.02E-01	8.57E-02	8.57E-02
0700 - 0800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	31	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.18E+01	1.11E+01	6.92E-01	9.84E-02	9.84E-02
0800 - 0900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	61	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.32E+01	2.18E+01	1.36E+00	1.94E-01	1.94E-01
0900 - 1000	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	41	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.56E+01	1.47E+01	9.15E-01	1.30E-01	1.30E-01
1000 - 1100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	41	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.56E+01	1.47E+01	9.15E-01	1.30E-01	1.30E-01
1100 - 1200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	31	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.18E+01	1.11E+01	6.92E-01	9.84E-02	9.84E-02
1200 - 1300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	45	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.71E+01	1.61E+01	1.00E+00	1.43E-01	1.43E-01
1300 - 1400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	47	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+01	1.68E+01	1.05E+00	1.49E-01	1.49E-01
1400 - 1500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	39	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.48E+01	1.39E+01	8.70E-01	1.24E-01	1.24E-01
1500 - 1600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	37	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.41E+01	1.32E+01	8.26E-01	1.17E-01	1.17E-01
1600 - 1700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	50	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.90E+01	1.79E+01	1.12E+00	1.59E-01	1.59E-01
1700 - 1800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	47	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+01	1.68E+01	1.05E+00	1.49E-01	1.49E-01
1800 - 1900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	47	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+01	1.68E+01	1.05E+00	1.49E-01	1.49E-01
1900 - 2000	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	35	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.33E+01	1.25E+01	7.81E-01	1.11E-01	1.11E-01
2000 - 2100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	24	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.11E+00	8.58E+00	5.36E-01	7.62E-02	7.62E-02
2100 - 2200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	25	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.49E+00	8.94E+00	5.58E-01	7.93E-02	7.93E-02
2200 - 2300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	17	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.46E+00	6.08E+00	3.79E-01	5.39E-02	5.39E-02
2300 - 2400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.94E+00	4.65E+00	2.90E-01	4.12E-02	4.12E-02
Daily Total	0											677										

Total Hourly Emission

Hour	Total Emission inside Bus Terminus (g) (Running + Idling + Start) [6]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	9.42E+01	8.87E+01	5.56E+00	3.02E+00	2.78E+00	2.62E-02	2.46E-02	1.54E-03	8.38E-04	7.73E-04
0100 - 0200	1.40E+01	1.32E+01	8.27E-01	4.57E-01	4.21E-01	3.90E-03	3.67E-03	2.30E-04	1.27E-04	1.17E-04
0200 - 0300	5.91E+00	5.56E+00	3.51E-01	1.82E-01	1.67E-01	1.64E-03	1.54E-03	9.75E-05	5.05E-05	4.65E-05
0300 - 0400	6.10E+00	5.74E+00	3.64E-01	1.82E-01	1.67E-01	1.70E-03	1.59E-03	1.01E-04	5.05E-05	4.65E-05
0400 - 0500	1.19E+01	1.12E+01	7.07E-01	1.82E-01	1.67E-01	3.31E-03	3.11E-03	1.96E-04	5.05E-05	4.65E-05
0500 - 0600	1.45E+01	1.36E+01	8.54E-01	4.57E-01	4.21E-01	4.01E-03	3.78E-03	2.37E-04	1.27E-04	1.17E-04
0600 - 0700	1.43E+02	1.35E+02	8.46E+00	4.58E+00	4.22E+00	3.98E-02	3.75E-02	2.35E-03	1.27E-03	1.17E-03
0700 - 0800	1.62E+02	1.53E+02	9.55E+00	5.22E+00	4.81E+00	4.50E-02	4.24E-02	2.65E-03	1.45E-03	1.34E-03
0800 - 0900	2.82E+02	2.66E+02	1.66E+01	9.07E+00	8.37E+00	7.84E-02	7.38E-02	4.62E-03	2.52E-03	2.32E-03
0900 - 1000	2.10E+02	1.97E+02	1.24E+01	6.50E+00	6.00E+00	5.82E-02	5.48E-02	3.43E-03	1.81E-03	1.67E-03
1000 - 1100	2.36E+02	2.22E+02	1.39E+01	7.32E+00	6.75E+00	6.56E-02	6.17E-02	3.87E-03	2.03E-03	1.88E-03
1100 - 1200	2.16E+02	2.04E+02	1.28E+01	6.85E+00	6.32E+00	6.01E-02	5.65E-02	3.55E-03	1.90E-03	1.76E-03
1200 - 1300	2.23E+02	2.10E+02	1.32E+01	7.15E+00	6.59E+00	6.20E-02	5.83E-02	3.66E-03	1.98E-03	1.83E-03
1300 - 1400	2.70E+02	2.54E+02	1.60E+01	8.42E+00	7.76E+00	7.51E-02	7.07E-02	4.43E-03	2.34E-03	2.16E-03
1400 - 1500	2.36E+02	2.22E+02	1.39E+01	7.50E+00	6.92E+00	6.55E-02	6.16E-02	3.86E-03	2.08E-03	1.92E-03
1500 - 1600	2.40E+02	2.26E+02	1.42E+01	7.59E+00	7.00E+00	6.66E-02	6.27E-02	3.93E-03	2.11E-03	1.94E-03
1600 - 1700	2.81E+02	2.74E+02	1.72E+01	9.33E+00	8.60E+00	8.10E-02	7.62E-02	4.78E-03	2.59E-03	2.39E-03
1700 - 1800	2.82E+02	2.66E+02	1.67E+01	8.78E+00	8.10E+00	7.84E-02	7.38E-02	4.63E-03	2.44E-03	2.25E-03
1800 - 1900	2.51E+02	2.36E+02	1.48E+01	8.06E+00	7.43E+00	6.98E-02	6.57E-02	4.12E-03	2.24E-03	2.06E-03
1900 - 2000	1.94E+02	1.82E+02	1.14E+01	6.22E+00	5.74E+00	5.38E-02	5.07E-02	3.18E-03	1.73E-03	1.59E-03
2000 - 2100	1.56E+02	1.47E+02	9.22E+00	4.94E+00	4.55E+00	4.33E-02	4.08E-02	2.56E-03	1.37E-03	1.26E-03
2100 - 2200	1.52E+02	1.43E+02	8.99E+00	4.67E+00	4.30E+00	4.23E-02	3.98E-02	2.50E-03	1.30E-03	1.20E-03
2200 - 2300	1.36E+02	1.28E+02	8.03E+00	4.11E+00	3.79E+00	3.77E-02	3.55E-02	2.23E-03	1.14E-03	1.05E-03
2300 - 2400	1.01E+02	9.47E+01	5.95E+00	3.20E+00	2.95E+00	2.80E-02	2.63E-02	1.65E-03	8.88E-04	8.19E-04
					max:	7.62E-02	4.78E-03	2.59E-03	2.39E-03	

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.32	0.32	0.32	0.32
0.05	0.05	0.05	0.05
0.02	0.02	0.02	0.02
0.02	0.02	0.02	0.02
0.04	0.04	0.02	0.02
0.05	0.05	0.05	0.05
0.49	0.49	0.49	0.49
0.56	0.56	0.56	0.56
0.97	0.97	0.97	0.97
0.72	0.72	0.70	0.70
0.81	0.81	0.78	0.78
0.74	0.74	0.73	0.73
0.77	0.77	0.77	0.77
0.93	0.93	0.90	0.90
0.81	0.81	0.80	0.80
0.82	0.82	0.81	0.81
1.00	1.00	1.00	1.00
0.97	0.97	0.94	0.94
0.86	0.86	0.86	0.86
0.67	0.66	0.67	0.67
0.54	0.54	0.53	0.53
0.52	0.52	0.50	0.50
0.47	0.47	0.44	0.44
0.35	0.35	0.34	0.34

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of FBSD & FBDD (g) + Hot Idling Emission of FBSD & FBDD (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for Diesel vehicles with SCR

[4] Adjusted Start Emission within Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Stop/Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside Bus Terminus (m) / 700m]

Minimum value = 0 g

[6] Total Emission Inside Bus Terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within Bus Terminus (g)

Star Ferry Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 3rd Quarter

Temperature: 24 °C

Relative Humidity: 24 %

Start Emission

	Single-Deck Franchised Bus (FBSD) Start Emission Factor (g/trip)																
NOx	2.79E-01	5.02E-01	6.69E-01	9.48E-01	1.17E+00	1.56E+00	2.29E+00	2.84E+00	4.18E+00	5.47E+00	6.14E+00	7.25E+00	7.98E+00	8.37E+00	8.59E+00	8.81E+00	8.92E+00	8.92E+00
NO	2.52E-01	4.53E-01	6.05E-01	8.56E-01	1.06E+00	1.41E+00	2.07E+00	2.57E+00	3.78E+00	4.94E+00	5.54E+00	6.55E+00	7.20E+00	7.56E+00	7.76E+00	7.96E+00	8.06E+00	8.06E+00
NO2	2.70E-02	4.86E-02	6.48E-02	9.19E-02	1.14E-01	1.51E-01	2.22E-01	2.76E-01	4.05E-01	5.30E-01	5.94E-01	7.03E-01	7.73E-01	8.11E-01	8.32E-01	8.54E-01	8.65E-01	8.65E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

	Double-Deck Franchised Bus (FBDD) Start Emission Factor (g/trip)																	
NOx	7.42E-01	1.33E+00	1.78E+00	2.52E+00	3.11E+00	4.15E+00	6.08E+00	7.56E+00	1.11E+01	1.45E+01	1.63E+01	1.93E+01	2.12E+01	2.22E+01	2.28E+01	2.34E+01	2.37E+01	2.37E+01
NO	6.93E-01	1.25E+00	1.66E+00	2.36E+00	2.91E+00	3.88E+00	5.69E+00	7.07E+00	1.04E+01	1.36E+01	1.53E+01	1.80E+01	1.98E+01	2.08E+01	2.14E+01	2.19E+01	2.22E+01	2.22E+01
NO2	4.81E-02	8.65E-02	1.15E-01	1.63E-01	2.02E-01	2.69E-01	3.94E-01	4.90E-01	7.21E-01	9.42E-01	1.06E+00	1.25E+00	1.37E+00	1.44E+00	1.48E+00	1.52E+00	1.54E+00	1.54E+00
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of FBSD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total		0

Soaking Time (min) / Hour	No. of Trips of FBDD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	4	4	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	9	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	4	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	3	17	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	4	6	15	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1000 - 1100	3	7	20	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1100 - 1200	1	5	29	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	3	12	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	1	15	17	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	12	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	5	12	11	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	6	19	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	2	16	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	6	12	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	5	13	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	3	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	2	7	14	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2200 - 2300	6	5	11	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2300 - 2400	2	5	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total		678

Total Start Emission of FBSD & FBDD (g)					
NOx	NO	NO2	RSP	FSP
2.76E+01	2.58E+01	1.79E+00	0.00E+00	0.00E+00
2.82E+00	2.63E+00	1.83E-01	0.00E+00	0.00E+00
4.30E+00	4.02E+00	2.79E-01	0.00E+00	0.00E+00
5.64E+00	5.27E+00	3.65E-01	0.00E+00	0.00E+00
7.41E+00	6.93E+00	4.81E-01	0.00E+00	0.00E+00
5.78E+00	5.41E+00	3.75E-01	0.00E+00	0.00E+00
4.05E+01	3.79E+01	2.62E+00	0.00E+00	0.00E+00
3.63E+01	3.40E+01	2.36E+00	0.00E+00	0.00E+00
5.84E+01	5.46E+01	3.79E+00	0.00E+00	0.00E+00
5.69E+01	5.33E+01	3.69E+00	0.00E+00	0.00E+00
7.55E+01	7.06E+01	4.89E+00	0.00E+00	0.00E+00
8.23E+01	7.70E+01	5.34E+00	0.00E+00	0.00E+00
5.56E+01	5.20E+01	3.61E+00	0.00E+00	0.00E+00
8.48E+01	7.93E+01	5.50E+00	0.00E+00	0.00E+00
7.71E+01	7.21E+01	5.00E+00	0.00E+00	0.00E+00
8.97E+01	8.39E+01	5.82E+00	0.00E+00	0.00E+00
8.23E+01	7.70E+01	5.34E+00	0.00E+00	0.00E+00
9.52E+01	8.90E+01	6.17E+00	0.00E+00	0.00E+00
6.50E+01	6.07E+01	4.21E+00	0.00E+00	0.00E+00
4.92E+01	4.60E+01	3.19E+00	0.00E+00	0.00E+00
5.87E+01	5.49E+01	3.81E+00	0.00E+00	0.00E+00
4.83E+01	4.52E+01	3.13E+00	0.00E+00	0.00E+00
5.44E+01	5.09E+01	3.53E+00	0.00E+00	0.00E+00
3.84E+01	3.59E+01	2.49E+00	0.00E+00	0.00E+00

Idling Emission - Terminating Buses

Idling Time for Terminating Buses =	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	FBSD											FBDD										
	Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
0500 - 0600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1000 - 1100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1100 - 1200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1400 - 1500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1800 - 1900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
2200 - 2300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
2300 - 2400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											7										

Hour	FBSD											FBDD										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	18	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.00E+00	3.76E+00	2.35E-01	3.34E-02	3.34E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.66E-01	6.27E-01	3.91E-02	5.57E-03	5.57E-03
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.44E-01	4.18E-01	2.61E-02	3.71E-03	3.71E-03
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.44E-01	4.18E-01	2.61E-02	3.71E-03	3.71E-03
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.66E-01	6.27E-01	3.91E-02	5.57E-03	5.57E-03
0600 - 0700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	23	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	5.11E+00	4.81E+00	3.00E-01	4.27E-02	4.27E-02
0700 - 0800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	26	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	5.77E+00	5.43E+00	3.39E-01	4.82E-02	4.82E-02
0800 - 0900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	38	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	8.44E+00	7.94E+00	4.96E-01	7.05E-02	7.05E-02
0900 - 1000	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	29	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.44E+00	6.06E+00	3.78E-01	5.38E-02	5.38E-02
1000 - 1100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	38	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	8.44E+00	7.94E+00	4.96E-01	7.05E-02	7.05E-02
1100 - 1200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	44	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.77E+00	9.20E+00	5.74E-01	8.16E-02	8.16E-02
1200 - 1300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	33	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	7.33E+00	6.90E+00	4.31E-01	6.12E-02	6.12E-02
1300 - 1400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	44	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.77E+00	9.20E+00	5.74E-01	8.16E-02	8.16E-02
1400 - 1500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	43	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.55E+00	8.99E+00

Running Emission - Terminating and Bypass Buses

Average Travelling Distance within Bus Terminus =	230	m
Average Travelling Speed =	10	km/h

Hour	FBSD											FBDD										
	Frequency	Running Emission Factor (g/km-vehicle)					Running Emission (g)					Frequency	Running Emission Factor (g/km-vehicle)					Running Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	33	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	8.44E+01	7.94E+01	4.96E+00	2.94E+00	2.70E+00
0100 - 0200	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.28E+01	1.20E+01	7.51E-01	4.45E-01	4.09E-01
0200 - 0300	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	5.11E+00	4.81E+00	3.00E-01	1.78E-01	1.64E-01
0300 - 0400	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	5.11E+00	4.81E+00	3.00E-01	1.78E-01	1.64E-01
0400 - 0500	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	5.11E+00	4.81E+00	3.00E-01	1.78E-01	1.64E-01
0500 - 0600	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.28E+01	1.20E+01	7.51E-01	4.45E-01	4.09E-01
0600 - 0700	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	50	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.28E+02	1.20E+02	7.51E+00	4.45E+00	4.09E+00
0700 - 0800	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	57	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.46E+02	1.37E+02	8.56E+00	5.07E+00	4.67E+00
0800 - 0900	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	99	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	2.53E+02	2.38E+02	1.49E+01	8.81E+00	8.10E+00
0900 - 1000	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	71	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.82E+02	1.71E+02	1.07E+01	6.32E+00	5.81E+00
1000 - 1100	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	80	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	2.05E+02	1.93E+02	1.20E+01	7.12E+00	6.55E+00
1100 - 1200	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	75	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.92E+02	1.81E+02	1.13E+01	6.67E+00	6.14E+00
1200 - 1300	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	78	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.99E+02	1.88E+02	1.17E+01	6.94E+00	6.38E+00
1300 - 1400	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	92	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	2.35E+02	2.21E+02	1.38E+01	8.19E+00	7.53E+00
1400 - 1500	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	82	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	2.10E+02	1.97E+02	1.23E+01	7.30E+00	6.71E+00
1500 - 1600	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	83	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	2.12E+02	2.00E+02	1.25E+01	7.39E+00	6.79E+00
1600 - 1700	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	102	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	2.61E+02	2.45E+02	1.53E+01	9.08E+00	8.35E+00
1700 - 1800	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	96	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	2.45E+02	2.31E+02	1.44E+01	8.54E+00	7.86E+00
1800 - 1900	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	88	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	2.25E+02	2.12E+02	1.32E+01	7.83E+00	7.20E+00
1900 - 2000	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	68	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.74E+02	1.64E+02	1.02E+01	6.05E+00	5.57E+00
2000 - 2100	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	54	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.38E+02	1.30E+02	8.11E+00	4.81E+00	4.42E+00
2100 - 2200	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	51	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.30E+02	1.23E+02	7.66E+00	4.54E+00	4.17E+00
2200 - 2300	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	45	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.15E+02	1.08E+02	6.76E+00	4.00E+00	3.68E+00
2300 - 2400	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	35	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	8.95E+01	8.42E+01	5.26E+00	3.11E+00	2.86E+00
Daily Total	0											1355										

Idling Emission - Bypass Buses

Idling Time for Bypass Buses =	2	min

Hour	FBSD											FBDD										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	5.70E+00	5.36E+00	3.35E-01	4.76E-02	4.76E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	7.59E-01	7.15E-01	4.46E-02	6.35E-03	6.35E-03
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	7.59E-01	7.15E-01	4.46E-02	6.35E-03	6.35E-03
0600 - 0700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	27	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.03E+01	9.65E+00	6.02E-01	8.57E-02	8.57E-02
0700 - 0800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	31	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.18E+01	1.11E+01	6.92E-01	9.84E-02	9.84E-02
0800 - 0900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	61	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.32E+01	2.18E+01	1.36E+00	1.94E-01	1.94E-01
0900 - 1000	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	41	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.56E+01	1.47E+01	9.15E-01	1.30E-01	1.30E-01
1000 - 1100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	41	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.56E+01	1.47E+01	9.15E-01	1.30E-01	1.30E-01
1100 - 1200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	31	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.18E+01	1.11E+01	6.92E-01	9.84E-02	9.84E-02
1200 - 1300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	45	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.71E+01	1.61E+01	1.00E+00	1.43E-01	1.43E-01
1300 - 1400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	47	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+01	1.68E+01	1.05E+00	1.49E-01	1.49E-01
1400 - 1500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	39	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.48E+01	1.39E+01	8.70E-01	1.24E-01	1.24E-01
1500 - 1600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	37	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.41E+01	1.32E+01	8.26E-01	1.17E-01	1.17E-01
1600 - 1700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	50	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.90E+01	1.79E+01	1.12E+00	1.59E-01	1.59E-01
1700 - 1800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	47	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+01	1.68E+01	1.05E+00	1.49E-01	1.49E-01
1800 - 1900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	47	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+01	1.68E+01	1.05E+00	1.49E-01	1.49E-01
1900 - 2000	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	35	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.33E+01	1.25E+01	7.81E-01	1.11E-01	1.11E-01
2000 - 2100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	24	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.11E+00	8.58E+00	5.35E-01	7.62E-02	7.62E-02
2100 - 2200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	25	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.49E+00	8.94E+00	5.58E-01	7.93E-02	7.93E-02
2200 - 2300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	17	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.46E+00	6.08E+00	3.79E-01	5.39E-02	5.39E-02
2300 - 2400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.94E+00	4.65E+00	2.90E-01	4.12E-02	4.12E-02
Daily Total	0											677										

Total Hourly Emission

Hour	Total Emission inside Bus Terminus (g) (Running + Idling + Start) [6]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	9.74E+01	9.17E+01	5.75E+00	3.02E+00	2.78E+00	2.71E-02	2.55E-02	1.60E-03	8.38E-04	7.73E-04
0100 - 0200	1.46E+01	1.37E+01	8.55E-01	4.57E-01	4.21E-01	4.03E-03	3.80E-03	2.38E-04	1.27E-04	1.17E-04
0200 - 0300	6.11E+00	5.75E+00	3.63E-01	1.82E-01	1.67E-01	1.70E-03	1.60E-03	1.01E-04	5.05E-05	4.65E-05
0300 - 0400	6.30E+00	5.92E+00	3.75E-01	1.82E-01	1.67E-01	1.75E-03	1.65E-03	1.04E-04	5.05E-05	4.65E-05
0400 - 0500	1.21E+01	1.14E+01	7.18E-01	1.82E-01	1.67E-01	3.37E-03	3.17E-03	2.00E-04	5.05E-05	4.65E-05
0500 - 0600	1.49E+01	1.41E+01	8.83E-01	4.57E-01	4.21E-01	4.15E-03	3.91E-03	2.45E-04	1.27E-04	1.17E-04
0600 - 0700	1.48E+02	1.40E+02	8.75E+00	4.58E+00	4.22E+00	4.12E-02	3.88E-02	2.43E-03	1.27E-03	1.17E-03
0700 - 0800	1.68E+02	1.58E+02	9.88E+00	5.22E+00	4.81E+00	4.66E-02	4.38E-02	2.75E-03	1.45E-03	1.34E-03
0800 - 0900	2.92E+02	2.75E+02	1.72E+01	9.07E+00	8.37E+00	8.11E-02	7.63E-02	4.78E-03	2.52E-03	2.32E-03
0900 - 1000	2.17E+02	2.04E+02	1.28E+01	6.50E+00	6.00E+00	6.01E-02	5.66E-02	3.55E-03	1.81E-03	1.67E-03
1000 - 1100	2.44E+02	2.29E+02	1.44E+01	7.32E+00	6.75E+00	6.77E-02	6.37E-02	4.00E-03	2.03E-03	1.88E-03
1100 - 1200	2.24E+02	2.10E+02	1.32E+01	6.85E+00	6.32E+00	6.21E-02	5.85E-02	3.67E-03	1.90E-03	1.76E-03
1200 - 1300	2.31E+02	2.17E+02	1.36E+01	7.15E+00	6.59E+00	6.41E-02	6.03E-02	3.78E-03	1.98E-03	1.83E-03
1300 - 1400	2.79E+02	2.63E+02	1.65E+01	8.42E+00	7.76E+00	7.76E-02	7.30E-02	4.58E-03	2.34E-03	2.16E-03
1400 - 1500	2.44E+02	2.29E+02	1.44E+01	7.50E+00	6.92E+00	6.77E-02	6.37E-02	4.00E-03	2.08E-03	1.92E-03
1500 - 1600	2.48E+02	2.33E+02	1.46E+01	7.59E+00	7.00E+00	6.88E-02	6.48E-02	4.07E-03	2.11E-03	1.94E-03
1600 - 1700	3.01E+02	2.84E+02	1.78E+01	9.33E+00	8.60E+00	8.37E-02	7.88E-02	4.94E-03	2.59E-03	2.39E-03
1700 - 1800	2.92E+02	2.75E+02	1.72E+01	8.78E+00	8.10E+00	8.11E-02	7.63E-02	4.79E-03	2.44E-03	2.25E-03
1800 - 1900	2.60E+02	2.45E+02	1.53E+01	8.06E+00	7.43E+00	7.22E-02	6.79E-02	4.26E-03	2.24E-03	2.06E-03
1900 - 2000	2.06E+02	1.89E+02	1.18E+01	6.22E+00	5.74E+00	5.57E-02	5.24E-02	3.28E-03	1.73E-03	1.59E-03
2000 - 2100	1.61E+02	1.52E+02	9.53E+00	4.94E+00	4.55E+00	4.48E-02	4.22E-02	2.65E-03	1.37E-03	1.26E-03
2100 - 2200	1.57E+02	1.48E+02	9.29E+00	4.67E+00	4.30E+00	4.37E-02	4.11E-02	2.58E-03	1.30E-03	1.20E-03
2200 - 2300	1.40E+02	1.32E+02	8.28E+00	4.11E+00	3.79E+00	3.89E-02	3.66E-02	2.30E-03	1.14E-03	1.05E-03
2300 - 2400	1.04E+02	9.80E+01	6.15E+00	3.20E+00	2.95E+00	2.89E-02	2.72E-02	1.71E-03	8.88E-04	8.19E-04
					max:	7.88E-02	4.94E-03	2.59E-03	2.39E-03	

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.32	0.32	0.32	0.32
0.05	0.05	0.05	0.05
0.02	0.02	0.02	0.02
0.02	0.02	0.02	0.02
0.04	0.04	0.02	0.02
0.05	0.05	0.05	0.05
0.49	0.49	0.49	0.49
0.56	0.56	0.56	0.56
0.97	0.97	0.97	0.97
0.72	0.72	0.70	0.70
0.81	0.81	0.78	0.78
0.74	0.74	0.73	0.73
0.77	0.77	0.77	0.77
0.93	0.93	0.90	0.90
0.81	0.81	0.80	0.80
0.82	0.82	0.81	0.81
1.00	1.00	1.00	1.00
0.97	0.97	0.94	0.94
0.86	0.86	0.86	0.86
0.67	0.66	0.67	0.67
0.53	0.54	0.53	0.53
0.52	0.52	0.50	0.50
0.46	0.47	0.44	0.44
0.35	0.35	0.34	0.34

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of FBSD & FBDD (g) + Hot Idling Emission of FBSD & FBDD (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for Diesel vehicles with SCR

[4] Adjusted Start Emission within Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Stop/Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside Bus Terminus (m) / 700m]

Minimum value = 0 g

[6] Total Emission Inside Bus Terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within Bus Terminus (g)

Star Ferry Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 4th Quarter

Temperature: 12 °C

Relative Humidity: 18 %

Start Emission

	Single-Deck Franchised Bus (FBSD) Start Emission Factor (g/trip)																
NOx	2.79E-01	5.02E-01	6.69E-01	9.48E-01	1.17E+00	1.56E+00	2.29E+00	2.84E+00	4.18E+00	5.47E+00	6.14E+00	7.25E+00	7.98E+00	8.37E+00	8.59E+00	8.81E+00	8.92E+00	8.92E+00
NO	2.52E-01	4.53E-01	6.05E-01	8.56E-01	1.06E+00	1.41E+00	2.07E+00	2.57E+00	3.78E+00	4.94E+00	5.54E+00	6.55E+00	7.20E+00	7.56E+00	7.76E+00	7.96E+00	8.06E+00	8.06E+00
NO2	2.70E-02	4.86E-02	6.48E-02	9.19E-02	1.14E-01	1.51E-01	2.22E-01	2.76E-01	4.05E-01	5.30E-01	5.94E-01	7.03E-01	7.73E-01	8.11E-01	8.32E-01	8.54E-01	8.65E-01	8.65E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

	Double-Deck Franchised Bus (FBDD) Start Emission Factor (g/trip)																
NOx	7.42E-01	1.33E+00	1.78E+00	2.52E+00	3.11E+00	4.15E+00	6.08E+00	7.56E+00	1.11E+01	1.45E+01	1.63E+01	1.93E+01	2.12E+01	2.22E+01	2.28E+01	2.34E+01	2.37E+01	2.37E+01
NO	6.93E-01	1.25E+00	1.66E+00	2.36E+00	2.91E+00	3.88E+00	5.69E+00	7.07E+00	1.04E+01	1.36E+01	1.53E+01	1.80E+01	1.98E+01	2.08E+01	2.14E+01	2.19E+01	2.22E+01	2.22E+01
NO2	4.81E-02	8.65E-02	1.15E-01	1.63E-01	2.02E-01	2.69E-01	3.94E-01	4.90E-01	7.21E-01	9.42E-01	1.06E+00	1.25E+00	1.37E+00	1.44E+00	1.48E+00	1.52E+00	1.54E+00	1.54E+00
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of FBSD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total		0

Soaking Time (min) / Hour	No. of Trips of FBDD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	4	4	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	9	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	4	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	3	17	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	4	6	15	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1000 - 1100	3	7	20	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1100 - 1200	1	5	29	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	3	12	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	1	15	17	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	12	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	5	12	11	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	6	19	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	2	16	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	6	12	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	5	13	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	3	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	2	7	14	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2200 - 2300	6	5	11	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2300 - 2400	2	5	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total		678

Total Start Emission of FBSD & FBDD (g)					
NOx	NO	NO2	RSP	FSP
2.76E+01	2.58E+01	1.79E+00	0.00E+00	0.00E+00
2.82E+00	2.63E+00	1.83E-01	0.00E+00	0.00E+00
4.30E+00	4.02E+00	2.79E-01	0.00E+00	0.00E+00
5.64E+00	5.27E+00	3.65E-01	0.00E+00	0.00E+00
7.41E+00	6.93E+00	4.81E-01	0.00E+00	0.00E+00
5.78E+00	5.41E+00	3.75E-01	0.00E+00	0.00E+00
4.05E+01	3.79E+01	2.62E+00	0.00E+00	0.00E+00
3.63E+01	3.40E+01	2.36E+00	0.00E+00	0.00E+00
5.84E+01	5.46E+01	3.79E+00	0.00E+00	0.00E+00
5.69E+01	5.33E+01	3.69E+00	0.00E+00	0.00E+00
7.55E+01	7.06E+01	4.89E+00	0.00E+00	0.00E+00
8.23E+01	7.70E+01	5.34E+00	0.00E+00	0.00E+00
5.56E+01	5.20E+01	3.61E+00	0.00E+00	0.00E+00
8.48E+01	7.93E+01	5.50E+00	0.00E+00	0.00E+00
7.71E+01	7.21E+01	5.00E+00	0.00E+00	0.00E+00
8.97E+01	8.39E+01	5.82E+00	0.00E+00	0.00E+00
8.23E+01	7.70E+01	5.34E+00	0.00E+00	0.00E+00
9.52E+01	8.90E+01	6.17E+00	0.00E+00	0.00E+00
6.50E+01	6.07E+01	4.21E+00	0.00E+00	0.00E+00
4.92E+01	4.60E+01	3.19E+00	0.00E+00	0.00E+00
5.87E+01	5.49E+01	3.81E+00	0.00E+00	0.00E+00
4.83E+01	4.52E+01	3.13E+00	0.00E+00	0.00E+00
5.44E+01	5.09E+01	3.53E+00	0.00E+00	0.00E+00
3.84E+01	3.59E+01	2.49E+00	0.00E+00	0.00E+00

Idling Emission - Terminating Buses

Idling Time for Terminating Buses =	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	FBSD											FBDD									
	Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
0500 - 0600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1000 - 1100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1100 - 1200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1400 - 1500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
1800 - 1900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
2200 - 2300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
2300 - 2400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											7										

Hour	FBSD											FBDD									
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	18	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.00E+00	3.76E+00	2.35E-01	3.34E-02	3.34E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.66E-01	6.27E-01	3.91E-02	5.57E-03	5.57E-03
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.44E-01	4.18E-01	2.61E-02	3.71E-03	3.71E-03
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.44E-01	4.18E-01	2.61E-02	3.71E-03	3.71E-03
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.66E-01	6.27E-01	3.91E-02	5.57E-03	5.57E-03
0600 - 0700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	23	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	5.11E+00	4.81E+00	3.00E-01	4.27E-02	4.27E-02
0700 - 0800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	26	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	5.77E+00	5.43E+00	3.39E-01	4.82E-02	4.82E-02
0800 - 0900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	38	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	8.44E+00	7.94E+00	4.96E-01	7.05E-02	7.05E-02
0900 - 1000	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	29	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.44E+00	6.06E+00	3.78E-01	5.38E-02	5.38E-02
1000 - 1100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	38	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	8.44E+00	7.94E+00	4.96E-01	7.05E-02	7.05E-02
1100 - 1200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	44	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.77E+00	9.20E+00	5.74E-01	8.16E-02	8.16E-02
1200 - 1300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	33	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	7.33E+00	6.90E+00	4.31E-01	6.12E-02	6.12E-02
1300 - 1400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	44	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.77E+00	9.20E+00	5.74E-01	8.16E-02	8.16E-02
1400 - 1500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	43	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.55E+00	8.99E+00	5.61E-01

Running Emission - Terminating and Bypass Buses

Average Travelling Distance within Bus Terminus =	230	m
Average Travelling Speed =	10	km/h

Hour	FSBD											FBDD										
	Frequency	Running Emission Factor (g/km-vehicle)					Running Emission (g)					Frequency	Running Emission Factor (g/km-vehicle)					Running Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	33	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	8.85E+01	8.33E+01	5.20E+00	2.94E+00	2.70E+00
0100 - 0200	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.34E+01	1.26E+01	7.88E-01	4.45E-01	4.09E-01
0200 - 0300	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	5.36E+00	5.05E+00	3.15E-01	1.78E-01	1.64E-01
0300 - 0400	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	5.36E+00	5.05E+00	3.15E-01	1.78E-01	1.64E-01
0400 - 0500	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	5.36E+00	5.05E+00	3.15E-01	1.78E-01	1.64E-01
0500 - 0600	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.34E+01	1.26E+01	7.88E-01	4.45E-01	4.09E-01
0600 - 0700	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	50	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.34E+02	1.26E+02	7.88E+00	4.45E+00	4.09E+00
0700 - 0800	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	57	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.53E+02	1.44E+02	8.98E+00	5.07E+00	4.67E+00
0800 - 0900	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	99	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	2.66E+02	2.50E+02	1.56E+01	8.81E+00	8.10E+00
0900 - 1000	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	71	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.90E+02	1.79E+02	1.12E+01	6.32E+00	5.81E+00
1000 - 1100	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	80	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	2.15E+02	2.02E+02	1.26E+01	7.12E+00	6.55E+00
1100 - 1200	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	75	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	2.01E+02	1.89E+02	1.18E+01	6.67E+00	6.14E+00
1200 - 1300	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	78	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	2.09E+02	1.97E+02	1.23E+01	6.94E+00	6.38E+00
1300 - 1400	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	92	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	2.47E+02	2.32E+02	1.45E+01	8.19E+00	7.53E+00
1400 - 1500	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	82	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	2.20E+02	2.07E+02	1.29E+01	7.30E+00	6.71E+00
1500 - 1600	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	83	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	2.23E+02	2.10E+02	1.31E+01	7.39E+00	6.79E+00
1600 - 1700	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	102	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	2.74E+02	2.58E+02	1.61E+01	9.08E+00	8.35E+00
1700 - 1800	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	96	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	2.57E+02	2.42E+02	1.51E+01	8.54E+00	7.86E+00
1800 - 1900	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	88	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	2.36E+02	2.22E+02	1.39E+01	7.83E+00	7.20E+00
1900 - 2000	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	68	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.82E+02	1.72E+02	1.07E+01	6.05E+00	5.57E+00
2000 - 2100	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	54	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.45E+02	1.36E+02	8.51E+00	4.81E+00	4.42E+00
2100 - 2200	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	51	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.37E+02	1.29E+02	8.04E+00	4.54E+00	4.17E+00
2200 - 2300	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	45	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.21E+02	1.14E+02	7.09E+00	4.00E+00	3.68E+00
2300 - 2400	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	35	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	9.39E+01	8.84E+01	5.52E+00	3.11E+00	2.86E+00
Daily Total	0											1355										

Idling Emission - Bypass Buses

Idling Time for Bypass Buses =	2	min

Hour	FSBD											FBDD										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	5.70E+00	5.36E+00	3.35E-01	4.76E-02	4.76E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	7.59E-01	7.15E-01	4.46E-02	6.35E-03	6.35E-03
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	7.59E-01	7.15E-01	4.46E-02	6.35E-03	6.35E-03
0600 - 0700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	27	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.03E+01	9.65E+00	6.02E-01	8.57E-02	8.57E-02
0700 - 0800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	31	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.18E+01	1.11E+01	6.92E-01	9.84E-02	9.84E-02
0800 - 0900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	61	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.32E+01	2.18E+01	1.36E+00	1.94E-01	1.94E-01
0900 - 1000	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	41	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.56E+01	1.47E+01	9.15E-01	1.30E-01	1.30E-01
1000 - 1100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	41	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.56E+01	1.47E+01	9.15E-01	1.30E-01	1.30E-01
1100 - 1200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	31	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.18E+01	1.11E+01	6.92E-01	9.84E-02	9.84E-02
1200 - 1300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	45	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.71E+01	1.61E+01	1.00E+00	1.43E-01	1.43E-01
1300 - 1400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	47	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+01	1.68E+01	1.05E+00	1.49E-01	1.49E-01
1400 - 1500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	39	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.48E+01	1.39E+01	8.70E-01	1.24E-01	1.24E-01
1500 - 1600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	37	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.41E+01	1.32E+01	8.26E-01	1.17E-01	1.17E-01
1600 - 1700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	50	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.90E+01	1.79E+01	1.12E+00	1.59E-01	1.59E-01
1700 - 1800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	47	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+01	1.68E+01	1.05E+00	1.49E-01	1.49E-01
1800 - 1900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	47	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+01	1.68E+01	1.05E+00	1.49E-01	1.49E-01
1900 - 2000	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	35	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.33E+01	1.25E+01	7.81E-01	1.11E-01	1.11E-01
2000 - 2100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	24	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.11E+00	8.58E+00	5.35E-01	7.62E-02	7.62E-02
2100 - 2200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	25	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	9.49E+00	8.94E+00	5.58E-01	7.93E-02	7.93E-02
2200 - 2300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	17	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.46E+00	6.08E+00	3.79E-01	5.39E-02	5.39E-02
2300 - 2400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.94E+00	4.65E+00	2.90E-01	4.12E-02	4.12E-02
Daily Total	0											677										

Total Hourly Emission

Hour	Total Emission inside Bus Terminus (g) (Running + Idling + Start) [6]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	1.02E+02	9.56E+01	5.99E+00	3.02E+00	2.78E+00	2.82E-02	2.66E-02	1.66E-03	8.38E-04	7.73E-04
0100 - 0200	1.51E+01	1.43E+01	8.92E-01	4.57E-01	4.21E-01	4.21E-03	3.96E-03	2.48E-04	1.27E-04	1.17E-04
0200 - 0300	6.36E+00	5.98E+00	3.77E-01	1.82E-01	1.67E-01	1.77E-03	1.66E-03	1.05E-04	5.05E-05	4.65E-05
0300 - 0400	6.55E+00	6.16E+00	3.90E-01	1.82E-01	1.67E-01	1.82E-03	1.71E-03	1.08E-04	5.05E-05	4.65E-05
0400 - 0500	1.24E+01	1.16E+01	7.33E-01	1.82E-01	1.67E-01	3.43E-03	3.23E-03	2.04E-04	5.05E-05	4.65E-05
0500 - 0600	1.56E+01	1.46E+01	9.20E-01	4.57E-01	4.21E-01	4.32E-03	4.07E-03	2.55E-04	1.27E-04	1.17E-04
0600 - 0700	1.55E+02	1.45E+02	9.11E+00	4.58E+00	4.22E+00	4.29E-02	4.04E-02	2.53E-03	1.27E-03	1.17E-03
0700 - 0800	1.75E+02	1.64E+02	1.03E+01	5.22E+00	4.81E+00	4.86E-02	4.57E-02	2.86E-03	1.45E-03	1.34E-03
0800 - 0900	3.04E+02	2.86E+02	1.79E+01	9.07E+00	8.37E+00	8.46E-02	7.95E-02	4.98E-03	2.52E-03	2.32E-03
0900 - 1000	2.25E+02	2.12E+02	1.33E+01	6.50E+00	6.00E+00	6.26E-02	5.89E-02	3.69E-03	1.81E-03	1.67E-03
1000 - 1100	2.54E+02	2.39E+02	1.50E+01	7.32E+00	6.75E+00	7.05E-02	6.64E-02	4.16E-03	2.03E-03	1.88E-03
1100 - 1200	2.33E+02	2.19E+02	1.38E+01	6.85E+00	6.32E+00	6.47E-02	6.09E-02	3.82E-03	1.90E-03	1.76E-03
1200 - 1300	2.41E+02	2.26E+02	1.42E+01	7.15E+00	6.59E+00	6.68E-02	6.29E-02	3.94E-03	1.98E-03	1.83E-03
1300 - 1400	2.91E+02	2.74E+02	1.72E+01	8.42E+00	7.76E+00	8.08E-02	7.60E-02	4.77E-03	2.34E-03	2.16E-03
1400 - 1500	2.54E+02	2.39E+02	1.50E+01	7.50E+00	6.92E+00	7.05E-02	6.64E-02	4.16E-03	2.08E-03	1.92E-03
1500 - 1600	2.58E+02	2.43E+02	1.53E+01	7.59E+00	7.00E+00	7.17E-02	6.75E-02	4.24E-03	2.11E-03	1.94E-03
1600 - 1700	3.14E+02	2.96E+02	1.85E+01	9.33E+00	8.60E+00	8.73E-02	8.21E-02	5.16E-03	2.59E-03	2.39E-03
1700 - 1800	3.04E+02	2.86E+02	1.79E+01	8.78E+00	8.10E+00	8.44E-02	7.94E-02	4.98E-03	2.44E-03	2.25E-03
1800 - 1900	2.71E+02	2.55E+02	1.60E+01	8.06E+00	7.43E+00	7.53E-02	7.08E-02	4.44E-03	2.24E-03	2.06E-03
1900 - 2000	2.09E+02	1.97E+02	1.23E+01	6.22E+00	5.74E+00	5.81E-02	5.46E-02	3.42E-03	1.73E-03	1.59E-03
2000 - 2100	1.68E+02	1.58E+02	9.93E+00	4.94E+00	4.55E+00	4.67E-02	4.39E-02	2.76E-03	1.37E-03	1.26E-03
2100 - 2200	1.64E+02	1.54E+02	9.66E+00	4.67E+00	4.30E+00	4.55E-02	4.28E-02	2.68E-03	1.30E-03	1.20E-03
2200 - 2300	1.46E+02	1.37E+02	8.62E+00	4.11E+00	3.79E+00	4.05E-02	3.81E-02	2.39E-03	1.14E-03	1.05E-03
2300 - 2400	1.08E+02	1.02E+02	6.41E+00	3.20E+00	2.95E+00	3.01E-02	2.84E-02	1.78E-03	8.88E-04	8.19E-04
						max:	8.21E-02	5.15E-03	2.59E-03	2.39E-03

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.32	0.32	0.32	0.32
0.05	0.05	0.05	0.05
0.02	0.02	0.02	0.02
0.02	0.02	0.02	0.02
0.04	0.04	0.02	0.02
0.05	0.05	0.05	0.05
0.49	0.49	0.49	0.49
0.56	0.56	0.56	0.56
0.97	0.97	0.97	0.97
0.72	0.72	0.70	0.70
0.81	0.81	0.78	0.78
0.74	0.74	0.73	0.73
0.77	0.77	0.77	0.77
0.93	0.93	0.90	0.90
0.81	0.81	0.80	0.80
0.82	0.82	0.81	0.81
1.00	1.00	1.00	1.00
0.97	0.97	0.94	0.94
0.86	0.86	0.86	0.86
0.67	0.66	0.67	0.67
0.53	0.54	0.53	0.53
0.52	0.52	0.50	0.50
0.46	0.46	0.44	0.44
0.35	0.35	0.34	0.34

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of FBSD & FBDD (g) + Hot Idling Emission of FBSD & FBDD (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for Diesel vehicles with SCR

[4] Adjusted Start Emission within Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Stop/Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside Bus Terminus (m) / 700m]

Minimum value = 0 g

[6] Total Emission Inside Bus Terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within Bus Terminus (g)

Mody Road Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 1st Quarter

Temperature: 13 °C

Relative Humidity: 32 %

Start Emission

	Single-Deck Franchised Bus (FBSD) Start Emission Factor (g/trip)																	
NOx	2.79E-01	5.02E-01	6.69E-01	9.48E-01	1.17E+00	1.56E+00	2.29E+00	2.84E+00	4.18E+00	5.47E+00	6.14E+00	7.25E+00	7.98E+00	8.37E+00	8.59E+00	8.81E+00	8.92E+00	8.92E+00
NO	2.52E-01	4.53E-01	6.05E-01	8.56E-01	1.06E+00	1.41E+00	2.07E+00	2.57E+00	3.78E+00	4.94E+00	5.54E+00	6.55E+00	7.20E+00	7.56E+00	7.76E+00	7.96E+00	8.06E+00	8.06E+00
NO2	2.70E-02	4.86E-02	6.48E-02	9.19E-02	1.14E-01	1.51E-01	2.22E-01	2.76E-01	4.05E-01	5.30E-01	5.94E-01	7.03E-01	7.73E-01	8.11E-01	8.32E-01	8.54E-01	8.65E-01	8.65E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

	Double-Deck Franchised Bus (FBDD) Start Emission Factor (g/trip)																	
NOx	7.42E-01	1.33E+00	1.78E+00	2.52E+00	3.11E+00	4.15E+00	6.08E+00	7.56E+00	1.11E+01	1.45E+01	1.63E+01	1.93E+01	2.12E+01	2.22E+01	2.28E+01	2.34E+01	2.37E+01	2.37E+01
NO	6.93E-01	1.25E+00	1.66E+00	2.36E+00	2.91E+00	3.88E+00	5.69E+00	7.07E+00	1.04E+01	1.36E+01	1.53E+01	1.80E+01	1.98E+01	2.08E+01	2.14E+01	2.19E+01	2.22E+01	2.22E+01
NO2	4.81E-02	8.65E-02	1.15E-01	1.63E-01	2.02E-01	2.69E-01	3.94E-01	4.90E-01	7.21E-01	9.42E-01	1.06E+00	1.25E+00	1.37E+00	1.44E+00	1.48E+00	1.52E+00	1.54E+00	1.54E+00
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Braking Time (min) / Hour	No. of Trips of FBSD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total		11

Braking Time (min) / Hour	No. of Trips of FBDD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	1	2	2	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	3	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	1	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	2	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	1	1	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
																Daily Total		195

Total Start Emission of FBSD & FBDD (g)					
NOx	NO	NO2	RSP	FSP
2.79E+01	2.61E+01	1.81E+00	0.00E+00	0.00E+00
3.13E+01	2.93E+01	2.03E+00	0.00E+00	0.00E+00
1.78E+00	1.66E+00	1.15E-01	0.00E+00	0.00E+00
4.15E+00	3.88E+00	2.69E-01	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.62E+01	1.51E+01	1.09E+00	0.00E+00	0.00E+00
2.49E+01	2.32E+01	1.67E+00	0.00E+00	0.00E+00
2.31E+01	2.16E+01	1.50E+00	0.00E+00	0.00E+00
1.31E+01	1.22E+01	8.80E-01	0.00E+00	0.00E+00
1.60E+01	1.50E+01	1.04E+00	0.00E+00	0.00E+00
2.36E+01	2.20E+01	1.53E+00	0.00E+00	0.00E+00
2.31E+01	2.15E+01	1.52E+00	0.00E+00	0.00E+00
2.41E+01	2.25E+01	1.58E+00	0.00E+00	0.00E+00
2.01E+01	1.88E+01	1.32E+00	0.00E+00	0.00E+00
1.51E+01	1.41E+01	9.81E-01	0.00E+00	0.00E+00
1.40E+01	1.31E+01	9.24E-01	0.00E+00	0.00E+00
2.06E+01	1.93E+01	1.34E+00	0.00E+00	0.00E+00
2.08E+01	1.94E+01	1.35E+00	0.00E+00	0.00E+00
1.16E+01	1.08E+01	7.50E-01	0.00E+00	0.00E+00
1.82E+01	1.71E+01	1.18E+00	0.00E+00	0.00E+00
1.36E+01	1.21E+01	8.63E-01	0.00E+00	0.00E+00
9.19E+00	8.60E+00	5.96E-01	0.00E+00	0.00E+00
3.48E+01	3.26E+01	2.26E+00	0.00E+00	0.00E+00

Idling Emission - Terminating Buses

Idling Time for Terminating Buses =	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	FBSD											FBDD									
	Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
0100 - 0200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	2.68E+01	2.53E+01	1.58E+00	7.42E-03	7.42E-03
0200 - 0300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
Daily Total	0											6										

Hour	FBSD											FBDD									
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	10	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E+00	2.09E+00	1.30E-01	1.86E-02	1.86E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	2.44E-01	2.21E-01	2.27E-02	1.96E-03	1.96E-03	9	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+00	1.67E+00	1.04E-01	1.48E-02	1.48E-02
0700 - 0800	3	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	3.66E-01	3.32E-01	3.41E-02	2.93E-03	2.93E-03	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.89E+00	2.72E+00	1.70E-01	2.41E-02	2.41E-02
0800 - 0900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	3.33E+00	3.14E+00	1.96E-01	2.78E-02	2.78E-02
0900 - 1000	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	9	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.00E+00	1.88E+00	1.17E-01	1.67E-02	1.67E-02
1000 - 1100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	9	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.00E+00	1.88E+00	1.17E-01	1.67E-02	1.67E-02
1100 - 1200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	12	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.66E+00	2.51E+00	1.57E-01	2.23E-02	2.23E-02
1200 - 1300	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.89E+00	2.72E+00	1.70E-01	2.41E-02	2.41E-02
1300 - 1400	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	12	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.66E+00	2.51E+00	1.57E-01	2.23E-02	2.23E-02
1400 - 1500	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	10	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E+00	2.09E+00	1.

Running Emission - Terminating and Bypass Buses

Average Travelling Distance within Bus Terminus =	285	m
Average Travelling Speed =	10	km/h

Hour	FSBD											FBDD										
	Frequency	Running Emission Factor (g/km-vehicle)					Running Emission (g)					Frequency	Running Emission Factor (g/km-vehicle)					Running Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	14	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	4.55E+01	4.28E+01	2.67E+00	1.54E+00	1.42E+00
0100 - 0200	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.63E+01	1.53E+01	9.55E-01	5.51E-01	5.07E-01
0200 - 0300	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	3.25E+00	3.06E+00	1.91E-01	1.10E-01	1.01E-01
0300 - 0400	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	3.25E+00	3.06E+00	1.91E-01	1.10E-01	1.01E-01
0400 - 0500	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	2.71E+00	2.45E+00	2.52E-01	8.42E-02	7.75E-02	13	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	4.23E+01	3.98E+01	2.48E+00	1.43E+00	1.32E+00
0700 - 0800	3	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	4.06E+00	3.68E+00	3.78E-01	1.26E-01	1.16E-01	21	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	6.83E+01	6.43E+01	4.01E+00	2.32E+00	2.13E+00
0800 - 0900	1	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	1.35E+00	1.23E+00	1.26E-01	4.21E-02	3.88E-02	32	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.04E+02	9.79E+01	6.11E+00	3.53E+00	3.25E+00
0900 - 1000	2	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	2.71E+00	2.45E+00	2.52E-01	8.42E-02	7.75E-02	34	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.11E+02	1.04E+02	6.50E+00	3.75E+00	3.45E+00
1000 - 1100	1	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	1.35E+00	1.23E+00	1.26E-01	4.21E-02	3.88E-02	25	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	8.13E+01	7.65E+01	4.78E+00	2.76E+00	2.54E+00
1100 - 1200	1	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	1.35E+00	1.23E+00	1.26E-01	4.21E-02	3.88E-02	27	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	8.78E+01	8.26E+01	5.16E+00	2.98E+00	2.74E+00
1200 - 1300	2	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	2.71E+00	2.45E+00	2.52E-01	8.42E-02	7.75E-02	28	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	9.10E+01	8.57E+01	5.35E+00	3.09E+00	2.84E+00
1300 - 1400	3	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	4.06E+00	3.68E+00	3.78E-01	1.26E-01	1.16E-01	26	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	8.45E+01	7.96E+01	4.97E+00	2.87E+00	2.64E+00
1400 - 1500	2	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	2.71E+00	2.45E+00	2.52E-01	8.42E-02	7.75E-02	26	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	8.45E+01	7.96E+01	4.97E+00	2.87E+00	2.64E+00
1500 - 1600	1	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	1.35E+00	1.23E+00	1.26E-01	4.21E-02	3.88E-02	22	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	7.15E+01	6.73E+01	4.20E+00	2.43E+00	2.23E+00
1600 - 1700	2	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	2.71E+00	2.45E+00	2.52E-01	8.42E-02	7.75E-02	30	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	9.75E+01	9.18E+01	5.73E+00	3.31E+00	3.04E+00
1700 - 1800	1	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	1.35E+00	1.23E+00	1.26E-01	4.21E-02	3.88E-02	27	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	8.78E+01	8.26E+01	5.16E+00	2.98E+00	2.74E+00
1800 - 1900	3	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	4.06E+00	3.68E+00	3.78E-01	1.26E-01	1.16E-01	33	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	1.07E+02	1.01E+02	6.30E+00	3.64E+00	3.35E+00
1900 - 2000	2	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	2.71E+00	2.45E+00	2.52E-01	8.42E-02	7.75E-02	27	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	8.78E+01	8.26E+01	5.16E+00	2.98E+00	2.74E+00
2000 - 2100	2	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	2.71E+00	2.45E+00	2.52E-01	8.42E-02	7.75E-02	23	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	7.48E+01	7.04E+01	4.39E+00	2.54E+00	2.33E+00
2100 - 2200	2	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	2.71E+00	2.45E+00	2.52E-01	8.42E-02	7.75E-02	29	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	9.43E+01	8.87E+01	5.54E+00	3.20E+00	2.94E+00
2200 - 2300	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	19	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	6.18E+01	5.81E+01	3.63E+00	2.10E+00	1.93E+00
2300 - 2400	0	4.75E+00	4.31E+00	4.43E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	18	1.14E+01	1.07E+01	6.70E-01	3.87E-01	3.56E-01	5.85E+01	5.51E+01	3.44E+00	1.98E+00	1.83E+00
Daily Total	30											481										

Idling Emission - Bypass Buses

Idling Time for Bypass Buses =	6	min

Hour	FSBD											FBDD										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.03E+00	3.79E+00	2.37E-01	3.37E-02	3.37E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.72E+00	6.32E+00	3.95E-01	5.61E-02	5.61E-02
0700 - 0800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.07E+01	1.01E+01	6.32E-01	8.98E-02	8.98E-02
0800 - 0900	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	17	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.28E+01	2.15E+01	1.34E+00	1.91E-01	1.91E-01
0900 - 1000	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	25	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	3.36E+01	3.16E+01	1.97E+00	2.81E-01	2.81E-01
1000 - 1100	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	16	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.15E+01	2.02E+01	1.26E+00	1.80E-01	1.80E-01
1100 - 1200	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.02E+01	1.90E+01	1.18E+00	1.68E-01	1.68E-01
1200 - 1300	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.02E+01	1.90E+01	1.18E+00	1.68E-01	1.68E-01
1300 - 1400	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.47E+00	1.34E+00	1.37E-01	1.18E-02	1.18E-02	14	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.88E+01	1.77E+01	1.11E+00	1.57E-01	1.57E-01
1400 - 1500	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	16	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.15E+01	2.02E+01	1.26E+00	1.80E-01	1.80E-01
1500 - 1600	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.75E+01	1.64E+01	1.03E+00	1.46E-01	1.46E-01
1600 - 1700	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	22	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.96E+01	2.78E+01	1.74E+00	2.47E-01	2.47E-01
1700 - 1800	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	16	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.15E+01	2.02E+01	1.26E+00	1.80E-01	1.80E-01
1800 - 1900	3	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	2.21E+00	2.01E+00	2.06E-01	1.77E-02	1.77E-02	21	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.82E+01	2.66E+01	1.66E+00	2.36E-01	2.36E-01
1900 - 2000	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.47E+00	1.34E+00	1.37E-01	1.18E-02	1.18E-02	19	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.55E+01	2.40E+01	1.50E+00	2.13E-01	2.13E-01
2000 - 2100	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.47E+00	1.34E+00	1.37E-01	1.18E-02	1.18E-02	14	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.88E+01	1.77E+01	1.11E+00	1.57E-01	1.57E-01
2100 - 2200	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	22	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.96E+01	2.78E+01	1.74E+00	2.47E-01	2.47E-01
2200 - 2300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	14	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.88E+01	1.77E+01	1.11E+00	1.57E-01	1.57E-01
2300 - 2400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	11	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.48E+01	1.39E+01	8.68E-01	1.23E-01	1.23E-01
Daily Total	19											286										

Total Hourly Emission

Hour	Total Emission inside Bus Terminus (g) (Running + Idling + Start) [6]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	6.34E+01	5.96E+01	3.77E+00	1.60E+00	1.47E+00	1.76E-02	1.66E-02	1.05E-03	4.44E-04	4.09E-04
0100 - 0200	4.44E+01	4.17E+01	2.66E+00	5.61E-01	5.18E-01	1.23E-02	1.16E-02	7.38E-04	1.56E-04	1.43E-04
0200 - 0300	3.87E+00	3.64E+00	2.30E-01	1.12E-01	1.03E-01	1.08E-03	1.01E-03	6.40E-05	3.11E-05	2.87E-05
0300 - 0400	4.48E+00	4.21E+00	2.70E-01	1.12E-01	1.03E-01	1.25E-03	1.17E-03	7.50E-05	3.11E-05	2.87E-05
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	5.73E+01	5.38E+01	3.51E+00	1.59E+00	1.47E+00	1.59E-02	1.50E-02	9.74E-04	4.42E-04	4.08E-04
0700 - 0800	9.19E+01	8.63E+01	5.60E+00	2.56E+00	2.36E+00	2.55E-02	2.40E-02	1.56E-03	7.11E-04	6.56E-04
0800 - 0900	1.37E+02	1.29E+02	8.18E+00	3.80E+00	3.51E+00	3.82E-02	3.59E-02	2.27E-03	1.05E-03	9.75E-04
0900 - 1000	1.53E+02	1.43E+02	9.11E+00	4.14E+00	3.83E+00	4.24E-02	3.98E-02	2.53E-03	1.15E-03	1.06E-03
1000 - 1100	1.10E+02	1.04E+02	6.59E+00	3.00E+00	2.78E+00	3.07E-02	2.89E-02	1.83E-03	8.34E-04	7.71E-04
1100 - 1200	1.18E+02	1.11E+02	7.05E+00	3.22E+00	2.97E+00	3.28E-02	3.08E-02	1.96E-03	8.93E-04	8.26E-04
1200 - 1300	1.23E+02	1.15E+02	7.38E+00	3.37E+00	3.12E+00	3.41E-02	3.21E-02	2.05E-03	9.36E-04	8.66E-04
1300 - 1400	1.17E+02	1.10E+02	7.12E+00	3.19E+00	2.95E+00	3.25E-02	3.06E-02	1.98E-03	8.85E-04	8.18E-04
1400 - 1500	1.16E+02	1.09E+02	7.00E+00	3.16E+00	2.92E+00	3.23E-02	3.04E-02	1.94E-03	8.77E-04	8.11E-04
1500 - 1600	9.65E+01	9.07E+01	5.76E+00	2.64E+00	2.44E+00	2.68E-02	2.52E-02	1.60E-03	7.32E-04	6.77E-04
1600 - 1700	1.36E+02	1.27E+02	8.11E+00	3.66E+00	3.39E+00	3.77E-02	3.54E-02	2.25E-03	1.02E-03	9.41E-04
1700 - 1800	1.18E+02	1.11E+02	7.07E+00	3.23E+00	2.98E+00	3.29E-02	3.09E-02	1.96E-03	8.96E-04	8.29E-04
1800 - 1900	1.49E+02	1.40E+02	9.01E+00	4.04E+00	3.74E+00	4.14E-02	3.89E-02	2.50E-03	1.12E-03	1.04E-03
1900 - 2000	1.22E+02	1.14E+02	7.32E+00	3.30E+00	3.06E+00	3.38E-02	3.18E-02	2.03E-03	9.17E-04	8.49E-04
2000 - 2100	1.04E+02	9.77E+01	6.28E+00	2.81E+00	2.60E+00	2.89E-02	2.71E-02	1.74E-03	7.79E-04	7.21E-04
2100 - 2200	1.32E+02	1.24E+02	7.90E+00	3.55E+00	3.29E+00	3.66E-02	3.44E-02	2.19E-03	9.86E-04	9.13E-04
2200 - 2300	8.38E+01	7.88E+01	4.94E+00	2.26E+00	2.09E+00	2.33E-02	2.19E-02	1.37E-03	6.28E-04	5.82E-04
2300 - 2400	8.82E+01	8.30E+01	5.24E+00	2.12E+00	1.96E+00	2.45E-02	2.31E-02	1.46E-03	5.89E-04	5.45E-04
					max:	3.98E-02	2.53E-03	1.15E-03	1.06E-03	

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.42	0.41	0.39	0.38
0.29	0.29	0.14	0.13
0.03	0.03	0.03	0.03
0.03	0.03	0.03	0.03
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.38	0.38	0.38	0.38
0.60	0.61	0.62	0.62
0.90	0.90	0.92	0.92
1.00	1.00	1.00	1.00
0.72	0.72	0.73	0.72
0.77	0.77	0.78	0.78
0.80	0.81	0.81	0.81
0.77	0.78	0.77	0.77
0.76	0.77	0.76	0.76
0.63	0.63	0.64	0.64
0.89	0.89	0.88	0.88
0.78	0.78	0.78	0.78
0.98	0.99	0.98	0.98
0.80	0.80	0.80	0.80
0.68	0.69	0.68	0.68
0.86	0.87	0.86	0.86
0.55	0.54	0.55	0.55
0.58	0.57	0.51	0.51

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of FBSD & FBDD (g) + Hot Idling Emission of FBSD & FBDD (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for Diesel vehicles with SCR

[4] Adjusted Start Emission within Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Stop/Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside Bus Terminus (m) / 700m]

Minimum value = 0 g

[6] Total Emission Inside Bus Terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within Bus Terminus (g)

Mody Road Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 2nd Quarter

Temperature: 20 °C

Relative Humidity: 47 %

Start Emission

	Single-Deck Franchised Bus (FBSD) Start Emission Factor (g/trip)																	
NOx	2.79E-01	5.02E-01	6.69E-01	9.48E-01	1.17E+00	1.56E+00	2.29E+00	2.84E+00	4.18E+00	5.47E+00	6.14E+00	7.25E+00	7.98E+00	8.37E+00	8.59E+00	8.81E+00	8.92E+00	8.92E+00
NO	2.52E-01	4.53E-01	6.05E-01	8.56E-01	1.06E+00	1.41E+00	2.07E+00	2.57E+00	3.78E+00	4.94E+00	5.54E+00	6.55E+00	7.20E+00	7.56E+00	7.76E+00	7.96E+00	8.06E+00	8.06E+00
NO2	2.70E-02	4.86E-02	6.48E-02	9.19E-02	1.14E-01	1.51E-01	2.22E-01	2.76E-01	4.05E-01	5.30E-01	5.94E-01	7.03E-01	7.73E-01	8.11E-01	8.32E-01	8.54E-01	8.65E-01	8.65E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

	Double-Deck Franchised Bus (FBDD) Start Emission Factor (g/trip)																	
NOx	7.42E-01	1.33E+00	1.78E+00	2.52E+00	3.11E+00	4.15E+00	6.08E+00	7.56E+00	1.11E+01	1.45E+01	1.63E+01	1.93E+01	2.12E+01	2.22E+01	2.28E+01	2.34E+01	2.37E+01	2.37E+01
NO	6.93E-01	1.25E+00	1.66E+00	2.36E+00	2.91E+00	3.88E+00	5.69E+00	7.07E+00	1.04E+01	1.36E+01	1.53E+01	1.80E+01	1.98E+01	2.08E+01	2.14E+01	2.19E+01	2.22E+01	2.22E+01
NO2	4.81E-02	8.65E-02	1.15E-01	1.63E-01	2.02E-01	2.69E-01	3.94E-01	4.90E-01	7.21E-01	9.42E-01	1.06E+00	1.25E+00	1.37E+00	1.44E+00	1.48E+00	1.52E+00	1.54E+00	1.54E+00
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of FBSD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	11

Soaking Time (min) / Hour	No. of Trips of FBDD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	1	2	2	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	3	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	1	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	2	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	1	1	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
																	Daily Total	195

Total Start Emission of FBSD & FBDD (g)					
NOx	NO	NO2	RSP	FSP
2.79E+01	2.61E+01	1.81E+00	0.00E+00	0.00E+00
3.13E+01	2.93E+01	2.03E+00	0.00E+00	0.00E+00
1.78E+00	1.66E+00	1.15E-01	0.00E+00	0.00E+00
4.15E+00	3.88E+00	2.69E-01	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.62E+01	1.51E+01	1.09E+00	0.00E+00	0.00E+00
2.49E+01	2.32E+01	1.67E+00	0.00E+00	0.00E+00
2.31E+01	2.16E+01	1.50E+00	0.00E+00	0.00E+00
1.31E+01	1.22E+01	8.80E-01	0.00E+00	0.00E+00
1.60E+01	1.50E+01	1.04E+00	0.00E+00	0.00E+00
2.36E+01	2.20E+01	1.53E+00	0.00E+00	0.00E+00
2.31E+01	2.15E+01	1.52E+00	0.00E+00	0.00E+00
2.41E+01	2.25E+01	1.58E+00	0.00E+00	0.00E+00
2.01E+01	1.88E+01	1.32E+00	0.00E+00	0.00E+00
1.51E+01	1.41E+01	9.81E-01	0.00E+00	0.00E+00
1.40E+01	1.31E+01	9.24E-01	0.00E+00	0.00E+00
2.06E+01	1.93E+01	1.34E+00	0.00E+00	0.00E+00
2.08E+01	1.94E+01	1.35E+00	0.00E+00	0.00E+00
1.16E+01	1.08E+01	7.50E-01	0.00E+00	0.00E+00
1.82E+01	1.71E+01	1.18E+00	0.00E+00	0.00E+00
1.36E+01	1.21E+01	8.63E-01	0.00E+00	0.00E+00
9.19E+00	8.60E+00	5.96E-01	0.00E+00	0.00E+00
3.48E+01	3.26E+01	2.26E+00	0.00E+00	0.00E+00

Idling Emission - Terminating Buses

Idling Time for Terminating Buses =	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	FBSD											FBDD									
	Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
0100 - 0200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	2.68E+01	2.53E+01	1.58E+00	7.42E-03	7.42E-03
0200 - 0300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
Daily Total	0											6										

Hour	FBSD											FBDD									
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	10	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E+00	2.09E+00	1.30E-01	1.86E-02	1.86E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	2.44E-01	2.21E-01	2.27E-02	1.96E-03	1.96E-03	9	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+00	1.67E+00	1.04E-01	1.48E-02	1.48E-02
0700 - 0800	3	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	3.66E-01	3.32E-01	3.41E-02	2.93E-03	2.93E-03	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.89E+00	2.72E+00	1.70E-01	2.41E-02	2.41E-02
0800 - 0900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	3.33E+00	3.14E+00	1.96E-01	2.78E-02	2.78E-02
0900 - 1000	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	9	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.00E+00	1.88E+00	1.17E-01	1.67E-02	1.67E-02
1000 - 1100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	9	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.00E+00	1.88E+00	1.17E-01	1.67E-02	1.67E-02
1100 - 1200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	12	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.66E+00	2.51E+00	1.57E-01	2.23E-02	2.23E-02
1200 - 1300	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.89E+00	2.72E+00	1.70E-01	2.41E-02	2.41E-02
1300 - 1400	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	12	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.66E+00	2.51E+00	1.57E-01	2.23E-02	2.23E-02
1400 - 1500	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	10	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E+00	2.09E+00

Running Emission - Terminating and Bypass Buses

Average Travelling Distance within Bus Terminus =	285	m
Average Travelling Speed =	10	km/h

Hour	FSBD											FBDD										
	Frequency	Running Emission Factor (g/km-vehicle)					Running Emission (g)					Frequency	Running Emission Factor (g/km-vehicle)					Running Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	14	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	4.27E+01	4.02E+01	2.51E+00	1.54E+00	1.42E+00
0100 - 0200	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.52E+01	1.43E+01	8.95E-01	5.51E-01	5.07E-01
0200 - 0300	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	3.05E+00	2.87E+00	1.79E-01	1.10E-01	1.01E-01
0300 - 0400	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	3.05E+00	2.87E+00	1.79E-01	1.10E-01	1.01E-01
0400 - 0500	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	2.54E+00	2.30E+00	2.36E-01	8.42E-02	7.75E-02	13	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	3.96E+01	3.73E+01	2.33E+00	1.43E+00	1.32E+00
0700 - 0800	3	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	3.81E+00	3.45E+00	3.55E-01	1.26E-01	1.16E-01	21	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	6.40E+01	6.02E+01	3.76E+00	2.32E+00	2.13E+00
0800 - 0900	1	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	1.27E+00	1.15E+00	1.18E-01	4.21E-02	3.88E-02	32	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	9.75E+01	9.18E+01	5.73E+00	3.53E+00	3.25E+00
0900 - 1000	2	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	2.54E+00	2.30E+00	2.36E-01	8.42E-02	7.75E-02	34	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.04E+02	9.75E+01	6.09E+00	3.75E+00	3.45E+00
1000 - 1100	1	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	1.27E+00	1.15E+00	1.18E-01	4.21E-02	3.88E-02	25	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	7.62E+01	7.17E+01	4.48E+00	2.76E+00	2.54E+00
1100 - 1200	1	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	1.27E+00	1.15E+00	1.18E-01	4.21E-02	3.88E-02	27	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	8.23E+01	7.74E+01	4.83E+00	2.98E+00	2.74E+00
1200 - 1300	2	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	2.54E+00	2.30E+00	2.36E-01	8.42E-02	7.75E-02	28	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	8.53E+01	8.03E+01	5.01E+00	3.09E+00	2.84E+00
1300 - 1400	3	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	3.81E+00	3.45E+00	3.55E-01	1.26E-01	1.16E-01	26	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	7.92E+01	7.46E+01	4.65E+00	2.87E+00	2.64E+00
1400 - 1500	2	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	2.54E+00	2.30E+00	2.36E-01	8.42E-02	7.75E-02	26	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	7.92E+01	7.46E+01	4.65E+00	2.87E+00	2.64E+00
1500 - 1600	1	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	1.27E+00	1.15E+00	1.18E-01	4.21E-02	3.88E-02	22	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	6.70E+01	6.31E+01	3.94E+00	2.43E+00	2.23E+00
1600 - 1700	2	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	2.54E+00	2.30E+00	2.36E-01	8.42E-02	7.75E-02	30	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	9.14E+01	8.60E+01	5.37E+00	3.31E+00	3.04E+00
1700 - 1800	1	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	1.27E+00	1.15E+00	1.18E-01	4.21E-02	3.88E-02	27	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	8.23E+01	7.74E+01	4.83E+00	2.98E+00	2.74E+00
1800 - 1900	3	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	3.81E+00	3.45E+00	3.55E-01	1.26E-01	1.16E-01	33	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	1.01E+02	9.46E+01	5.91E+00	3.64E+00	3.35E+00
1900 - 2000	2	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	2.54E+00	2.30E+00	2.36E-01	8.42E-02	7.75E-02	27	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	8.23E+01	7.74E+01	4.83E+00	2.98E+00	2.74E+00
2000 - 2100	2	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	2.54E+00	2.30E+00	2.36E-01	8.42E-02	7.75E-02	23	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	7.01E+01	6.60E+01	4.12E+00	2.54E+00	2.33E+00
2100 - 2200	2	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	2.54E+00	2.30E+00	2.36E-01	8.42E-02	7.75E-02	29	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	8.84E+01	8.32E+01	5.19E+00	3.20E+00	2.94E+00
2200 - 2300	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	19	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	5.79E+01	5.45E+01	3.40E+00	2.10E+00	1.93E+00
2300 - 2400	0	4.45E+00	4.04E+00	4.15E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	18	1.07E+01	1.01E+01	6.28E-01	3.87E-01	3.56E-01	5.48E+01	5.16E+01	3.22E+00	1.98E+00	1.83E+00
Daily Total	30											481										

Idling Emission - Bypass Buses

Idling Time for Bypass Buses =	6	min

Hour	FSBD											FBDD										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.03E+00	3.79E+00	2.37E-01	3.37E-02	3.37E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.72E+00	6.32E+00	3.95E-01	5.61E-02	5.61E-02
0700 - 0800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.07E+01	1.01E+01	6.32E-01	8.98E-02	8.98E-02
0800 - 0900	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	17	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.28E+01	2.15E+01	1.34E+00	1.91E-01	1.91E-01
0900 - 1000	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	25	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	3.36E+01	3.16E+01	1.97E+00	2.81E-01	2.81E-01
1000 - 1100	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	16	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.15E+01	2.02E+01	1.26E+00	1.80E-01	1.80E-01
1100 - 1200	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.02E+01	1.90E+01	1.18E+00	1.68E-01	1.68E-01
1200 - 1300	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.02E+01	1.90E+01	1.18E+00	1.68E-01	1.68E-01
1300 - 1400	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.47E+00	1.34E+00	1.37E-01	1.18E-02	1.18E-02	14	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.88E+01	1.77E+01	1.11E+00	1.57E-01	1.57E-01
1400 - 1500	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	16	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.15E+01	2.02E+01	1.26E+00	1.80E-01	1.80E-01
1500 - 1600	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.75E+01	1.64E+01	1.03E+00	1.46E-01	1.46E-01
1600 - 1700	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	22	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.96E+01	2.78E+01	1.74E+00	2.47E-01	2.47E-01
1700 - 1800	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	16	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.15E+01	2.02E+01	1.26E+00	1.80E-01	1.80E-01
1800 - 1900	3	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	2.21E+00	2.01E+00	2.06E-01	1.77E-02	1.77E-02	21	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.82E+01	2.66E+01	1.66E+00	2.36E-01	2.36E-01
1900 - 2000	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.47E+00	1.34E+00	1.37E-01	1.18E-02	1.18E-02	19	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.55E+01	2.40E+01	1.50E+00	2.13E-01	2.13E-01
2000 - 2100	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.47E+00	1.34E+00	1.37E-01	1.18E-02	1.18E-02	14	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.88E+01	1.77E+01	1.11E+00	1.57E-01	1.57E-01
2100 - 2200	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	22	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.96E+01	2.78E+01	1.74E+00	2.47E-01	2.47E-01
2200 - 2300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	14	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.88E+01	1.77E+01	1.11E+00	1.57E-01	1.57E-01
2300 - 2400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	11	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.48E+01	1.39E+01	8.68E-01	1.23E-01	1.23E-01
Daily Total	19											286										

Total Hourly Emission

Hour	Total Emission inside Bus Terminus (g) (Running + Idling + Start) [6]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	6.05E+01	5.69E+01	3.60E+00	1.60E+00	1.47E+00	1.68E-02	1.58E-02	9.99E-04	4.44E-04	4.09E-04
0100 - 0200	4.34E+01	4.08E+01	2.60E+00	5.81E-01	5.18E-01	1.21E-02	1.13E-02	7.22E-04	1.56E-04	1.43E-04
0200 - 0300	3.67E+00	3.45E+00	2.18E-01	1.12E-01	1.03E-01	1.02E-03	9.59E-04	6.07E-05	3.11E-05	2.87E-05
0300 - 0400	4.28E+00	4.02E+00	2.58E-01	1.12E-01	1.03E-01	1.19E-03	1.12E-03	7.17E-05	3.11E-05	2.87E-05
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	5.45E+01	5.12E+01	3.33E+00	1.59E+00	1.47E+00	1.51E-02	1.42E-02	9.26E-04	4.42E-04	4.08E-04
0700 - 0800	8.74E+01	8.20E+01	5.33E+00	2.56E+00	2.36E+00	2.43E-02	2.28E-02	1.48E-03	7.11E-04	6.56E-04
0800 - 0900	1.31E+02	1.23E+02	7.79E+00	3.80E+00	3.51E+00	3.63E-02	3.42E-02	2.16E-03	1.05E-03	9.75E-04
0900 - 1000	1.45E+02	1.37E+02	8.69E+00	4.14E+00	3.83E+00	4.04E-02	3.80E-02	2.41E-03	1.15E-03	1.06E-03
1000 - 1100	1.05E+02	9.90E+01	6.28E+00	3.00E+00	2.78E+00	2.92E-02	2.75E-02	1.74E-03	8.34E-04	7.71E-04
1100 - 1200	1.12E+02	1.06E+02	6.71E+00	3.22E+00	2.97E+00	3.12E-02	2.94E-02	1.87E-03	8.93E-04	8.26E-04
1200 - 1300	1.17E+02	1.10E+02	7.03E+00	3.37E+00	3.12E+00	3.25E-02	3.05E-02	1.95E-03	9.36E-04	8.66E-04
1300 - 1400	1.12E+02	1.05E+02	6.78E+00	3.19E+00	2.95E+00	3.10E-02	2.91E-02	1.88E-03	8.85E-04	8.18E-04
1400 - 1500	1.11E+02	1.04E+02	6.67E+00	3.16E+00	2.92E+00	3.08E-02	2.90E-02	1.85E-03	8.77E-04	8.11E-04
1500 - 1600	9.19E+01	8.64E+01	5.49E+00	2.64E+00	2.44E+00	2.55E-02	2.40E-02	1.53E-03	7.32E-04	6.77E-04
1600 - 1700	1.29E+02	1.22E+02	7.74E+00	3.66E+00	3.39E+00	3.59E-02	3.38E-02	2.15E-03	1.02E-03	9.41E-04
1700 - 1800	1.13E+02	1.06E+02	6.73E+00	3.23E+00	2.98E+00	3.14E-02	2.95E-02	1.87E-03	8.96E-04	8.29E-04
1800 - 1900	1.42E+02	1.34E+02	8.59E+00	4.04E+00	3.74E+00	3.95E-02	3.71E-02	2.39E-03	1.12E-03	1.04E-03
1900 - 2000	1.16E+02	1.09E+02	6.98E+00	3.30E+00	3.06E+00	3.23E-02	3.03E-02	1.94E-03	9.17E-04	8.49E-04
2000 - 2100	9.91E+01	9.31E+01	5.99E+00	2.81E+00	2.60E+00	2.75E-02	2.59E-02	1.66E-03	7.79E-04	7.21E-04
2100 - 2200	1.26E+02	1.18E+02	7.53E+00	3.55E+00	3.29E+00	3.49E-02	3.28E-02	2.09E-03	9.86E-04	9.13E-04
2200 - 2300	7.99E+01	7.52E+01	4.71E+00	2.26E+00	2.09E+00	2.22E-02	2.09E-02	1.31E-03	6.28E-04	5.82E-04
2300 - 2400	8.46E+01	7.95E+01	5.02E+00	2.12E+00	1.96E+00	2.35E-02	2.21E-02	1.40E-03	5.89E-04	5.45E-04
					max:	3.80E-02	2.41E-03	1.15E-03	1.06E-03	

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.42	0.41	0.39	0.38
0.30	0.30	0.14	0.13
0.03	0.03	0.03	0.03
0.03	0.03	0.03	0.03
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.37	0.38	0.38	0.38
0.60	0.61	0.62	0.62
0.90	0.90	0.92	0.92
1.00	1.00	1.00	1.00
0.72	0.72	0.73	0.72
0.77	0.77	0.78	0.78
0.80	0.81	0.81	0.81
0.77	0.78	0.77	0.77
0.76	0.77	0.76	0.76
0.63	0.63	0.64	0.64
0.89	0.89	0.88	0.88
0.78	0.78	0.78	0.78
0.98	0.99	0.98	0.98
0.80	0.80	0.80	0.80
0.68	0.69	0.68	0.68
0.86	0.87	0.86	0.86
0.55	0.54	0.55	0.55
0.58	0.58	0.51	0.51

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of FBSD & FBDD (g) + Hot Idling Emission of FBSD & FBDD (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for Diesel vehicles with SCR

[4] Adjusted Start Emission within Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Stop/Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside Bus Terminus (m) / 700m]

Minimum value = 0 g

[6] Total Emission Inside Bus Terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within Bus Terminus (g)

Mody Road Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 3rd Quarter

Temperature: 24 °C

Relative Humidity: 24 %

Start Emission

	Single-Deck Franchised Bus (FBSD) Start Emission Factor (g/trip)																	
NOx	2.79E-01	5.02E-01	6.69E-01	9.48E-01	1.17E+00	1.56E+00	2.29E+00	2.84E+00	4.18E+00	5.47E+00	6.14E+00	7.25E+00	7.98E+00	8.37E+00	8.59E+00	8.81E+00	8.92E+00	8.92E+00
NO	2.52E-01	4.53E-01	6.05E-01	8.56E-01	1.06E+00	1.41E+00	2.07E+00	2.57E+00	3.78E+00	4.94E+00	5.54E+00	6.55E+00	7.20E+00	7.56E+00	7.76E+00	7.96E+00	8.06E+00	8.06E+00
NO2	2.70E-02	4.86E-02	6.48E-02	9.19E-02	1.14E-01	1.51E-01	2.22E-01	2.76E-01	4.05E-01	5.30E-01	5.94E-01	7.03E-01	7.73E-01	8.11E-01	8.32E-01	8.54E-01	8.65E-01	8.65E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

	Double-Deck Franchised Bus (FBDD) Start Emission Factor (g/trip)																	
NOx	7.42E-01	1.33E+00	1.78E+00	2.52E+00	3.11E+00	4.15E+00	6.08E+00	7.56E+00	1.11E+01	1.45E+01	1.63E+01	1.93E+01	2.12E+01	2.22E+01	2.28E+01	2.34E+01	2.37E+01	2.37E+01
NO	6.93E-01	1.25E+00	1.66E+00	2.36E+00	2.91E+00	3.88E+00	5.69E+00	7.07E+00	1.04E+01	1.36E+01	1.53E+01	1.80E+01	1.98E+01	2.08E+01	2.14E+01	2.19E+01	2.22E+01	2.22E+01
NO2	4.81E-02	8.65E-02	1.15E-01	1.63E-01	2.02E-01	2.69E-01	3.94E-01	4.90E-01	7.21E-01	9.42E-01	1.06E+00	1.25E+00	1.37E+00	1.44E+00	1.48E+00	1.52E+00	1.54E+00	1.54E+00
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of FBSD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	11

Soaking Time (min) / Hour	No. of Trips of FBDD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	1	2	2	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	3	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	1	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	2	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	1	1	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
																	Daily Total	195

Total Start Emission of FBSD & FBDD (g)					
NOx	NO	NO2	RSP	FSP
2.79E+01	2.61E+01	1.81E+00	0.00E+00	0.00E+00
3.13E+01	2.93E+01	2.03E+00	0.00E+00	0.00E+00
1.78E+00	1.66E+00	1.15E-01	0.00E+00	0.00E+00
4.15E+00	3.88E+00	2.69E-01	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.62E+01	1.51E+01	1.09E+00	0.00E+00	0.00E+00
2.49E+01	2.32E+01	1.67E+00	0.00E+00	0.00E+00
2.31E+01	2.16E+01	1.50E+00	0.00E+00	0.00E+00
1.31E+01	1.22E+01	8.80E-01	0.00E+00	0.00E+00
1.60E+01	1.50E+01	1.04E+00	0.00E+00	0.00E+00
2.36E+01	2.20E+01	1.53E+00	0.00E+00	0.00E+00
2.31E+01	2.15E+01	1.52E+00	0.00E+00	0.00E+00
2.41E+01	2.25E+01	1.58E+00	0.00E+00	0.00E+00
2.01E+01	1.88E+01	1.32E+00	0.00E+00	0.00E+00
1.51E+01	1.41E+01	9.81E-01	0.00E+00	0.00E+00
1.40E+01	1.31E+01	9.24E-01	0.00E+00	0.00E+00
2.06E+01	1.93E+01	1.34E+00	0.00E+00	0.00E+00
2.08E+01	1.94E+01	1.35E+00	0.00E+00	0.00E+00
1.16E+01	1.08E+01	7.50E-01	0.00E+00	0.00E+00
1.82E+01	1.71E+01	1.18E+00	0.00E+00	0.00E+00
1.36E+01	1.21E+01	8.63E-01	0.00E+00	0.00E+00
9.19E+00	8.60E+00	5.96E-01	0.00E+00	0.00E+00
3.48E+01	3.26E+01	2.26E+00	0.00E+00	0.00E+00

Idling Emission - Terminating Buses

Idling Time for Terminating Buses =	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	FBSD											FBDD										
	Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
0100 - 0200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	2.68E+01	2.53E+01	1.58E+00	7.42E-03	7.42E-03
0200 - 0300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
Daily Total	0											6										

Hour	FBSD											FBDD										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	10	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E+00	2.09E+00	1.30E-01	1.86E-02	1.86E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	2.44E-01	2.21E-01	2.27E-02	1.96E-03	1.96E-03	9	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+00	1.67E+00	1.04E-01	1.48E-02	1.48E-02
0700 - 0800	3	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	3.66E-01	3.32E-01	3.41E-02	2.93E-03	2.93E-03	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.89E+00	2.72E+00	1.70E-01	2.41E-02	2.41E-02
0800 - 0900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	3.33E+00	3.14E+00	1.96E-01	2.78E-02	2.78E-02
0900 - 1000	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	9	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.00E+00	1.88E+00	1.17E-01	1.67E-02	1.67E-02
1000 - 1100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	9	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.00E+00	1.88E+00	1.17E-01	1.67E-02	1.67E-02
1100 - 1200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	12	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.66E+00	2.51E+00	1.57E-01	2.23E-02	2.23E-02
1200 - 1300	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.89E+00	2.72E+00	1.70E-01	2.41E-02	2.41E-02
1300 - 1400	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	12	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.66E+00	2.51E+00	1.57E-01	2.23E-02	2.23E-02
1400 - 1500	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	10	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E+00	2.09E+00	1

Running Emission - Terminating and Bypass Buses

Average Travelling Distance within Bus Terminus =	285	m
Average Travelling Speed =	10	km/h

Hour	FSBD Frequency	FSBD Running Emission Factor (g/km-vehicle)					FSBD Running Emission (g)					FBDD Frequency	FBDD Running Emission Factor (g/km-vehicle)					FBDD Running Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	14	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	4.44E+01	4.18E+01	2.61E+00	1.54E+00	1.42E+00
0100 - 0200	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.58E+01	1.49E+01	9.31E-01	5.51E-01	5.07E-01
0200 - 0300	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	3.17E+00	2.98E+00	1.86E-01	1.10E-01	1.01E-01
0300 - 0400	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	3.17E+00	2.98E+00	1.86E-01	1.10E-01	1.01E-01
0400 - 0500	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	2.64E+00	2.39E+00	2.46E-01	8.42E-02	7.75E-02	13	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	4.12E+01	3.88E+01	2.42E+00	1.43E+00	1.32E+00
0700 - 0800	3	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	3.96E+00	3.59E+00	3.69E-01	1.26E-01	1.16E-01	21	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	6.65E+01	6.26E+01	3.91E+00	2.32E+00	2.13E+00
0800 - 0900	1	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	1.32E+00	1.20E+00	1.23E-01	4.21E-02	3.88E-02	32	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.01E+02	9.54E+01	5.96E+00	3.53E+00	3.25E+00
0900 - 1000	2	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	2.64E+00	2.39E+00	2.46E-01	8.42E-02	7.75E-02	34	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.08E+02	1.01E+02	6.33E+00	3.75E+00	3.45E+00
1000 - 1100	1	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	1.32E+00	1.20E+00	1.23E-01	4.21E-02	3.88E-02	25	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	7.92E+01	7.46E+01	4.65E+00	2.76E+00	2.54E+00
1100 - 1200	1	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	1.32E+00	1.20E+00	1.23E-01	4.21E-02	3.88E-02	27	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	8.55E+01	8.05E+01	5.03E+00	2.98E+00	2.74E+00
1200 - 1300	2	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	2.64E+00	2.39E+00	2.46E-01	8.42E-02	7.75E-02	28	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	8.87E+01	8.35E+01	5.21E+00	3.09E+00	2.84E+00
1300 - 1400	3	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	3.96E+00	3.59E+00	3.69E-01	1.26E-01	1.16E-01	26	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	8.24E+01	7.75E+01	4.84E+00	2.87E+00	2.64E+00
1400 - 1500	2	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	2.64E+00	2.39E+00	2.46E-01	8.42E-02	7.75E-02	26	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	8.24E+01	7.75E+01	4.84E+00	2.87E+00	2.64E+00
1500 - 1600	1	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	1.32E+00	1.20E+00	1.23E-01	4.21E-02	3.88E-02	22	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	6.97E+01	6.56E+01	4.10E+00	2.43E+00	2.23E+00
1600 - 1700	2	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	2.64E+00	2.39E+00	2.46E-01	8.42E-02	7.75E-02	30	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	9.51E+01	8.95E+01	5.58E+00	3.31E+00	3.04E+00
1700 - 1800	1	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	1.32E+00	1.20E+00	1.23E-01	4.21E-02	3.88E-02	27	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	8.55E+01	8.05E+01	5.03E+00	2.98E+00	2.74E+00
1800 - 1900	3	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	3.96E+00	3.59E+00	3.69E-01	1.26E-01	1.16E-01	33	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	1.05E+02	9.84E+01	6.14E+00	3.64E+00	3.35E+00
1900 - 2000	2	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	2.64E+00	2.39E+00	2.46E-01	8.42E-02	7.75E-02	27	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	8.55E+01	8.05E+01	5.03E+00	2.98E+00	2.74E+00
2000 - 2100	2	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	2.64E+00	2.39E+00	2.46E-01	8.42E-02	7.75E-02	23	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	7.29E+01	6.86E+01	4.28E+00	2.54E+00	2.33E+00
2100 - 2200	2	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	2.64E+00	2.39E+00	2.46E-01	8.42E-02	7.75E-02	29	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	9.19E+01	8.65E+01	5.40E+00	3.20E+00	2.94E+00
2200 - 2300	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	19	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	6.02E+01	5.67E+01	3.54E+00	2.10E+00	1.93E+00
2300 - 2400	0	4.63E+00	4.20E+00	4.31E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	18	1.11E+01	1.05E+01	6.53E-01	3.87E-01	3.56E-01	5.70E+01	5.37E+01	3.35E+00	1.98E+00	1.83E+00
Daily Total	30											481										

Idling Emission - Bypass Buses

Idling Time for Bypass Buses =	6	min

Hour	FSBD Frequency	FSBD Hot Idling Emission Factor (g/s)					FSBD Hot Idling Emission (g)					FBDD Frequency	FBDD Hot Idling Emission Factor (g/s)					FBDD Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.03E+00	3.79E+00	2.37E-01	3.37E-02	3.37E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.72E+00	6.32E+00	3.95E-01	5.61E-02	5.61E-02
0700 - 0800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.07E+01	1.01E+01	6.32E-01	8.98E-02	8.98E-02
0800 - 0900	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	17	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.28E+01	2.15E+01	1.34E+00	1.91E-01	1.91E-01
0900 - 1000	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	25	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	3.36E+01	3.16E+01	1.97E+00	2.81E-01	2.81E-01
1000 - 1100	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	16	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.15E+01	2.02E+01	1.26E+00	1.80E-01	1.80E-01
1100 - 1200	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.02E+01	1.90E+01	1.18E+00	1.68E-01	1.68E-01
1200 - 1300	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.02E+01	1.90E+01	1.18E+00	1.68E-01	1.68E-01
1300 - 1400	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.47E+00	1.34E+00	1.37E-01	1.18E-02	1.18E-02	14	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.88E+01	1.77E+01	1.11E+00	1.57E-01	1.57E-01
1400 - 1500	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	16	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.15E+01	2.02E+01	1.26E+00	1.80E-01	1.80E-01
1500 - 1600	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.75E+01	1.64E+01	1.03E+00	1.46E-01	1.46E-01
1600 - 1700	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	22	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.96E+01	2.78E+01	1.74E+00	2.47E-01	2.47E-01
1700 - 1800	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	16	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.15E+01	2.02E+01	1.26E+00	1.80E-01	1.80E-01
1800 - 1900	3	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	2.21E+00	2.01E+00	2.06E-01	1.77E-02	1.77E-02	21	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.82E+01	2.66E+01	1.66E+00	2.36E-01	2.36E-01
1900 - 2000	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.47E+00	1.34E+00	1.37E-01	1.18E-02	1.18E-02	19	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.55E+01	2.40E+01	1.50E+00	2.13E-01	2.13E-01
2000 - 2100	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.47E+00	1.34E+00	1.37E-01	1.18E-02	1.18E-02	14	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.88E+01	1.77E+01	1.11E+00	1.57E-01	1.57E-01
2100 - 2200	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	22	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.96E+01	2.78E+01	1.74E+00	2.47E-01	2.47E-01
2200 - 2300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	14	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.88E+01	1.77E+01	1.11E+00	1.57E-01	1.57E-01
2300 - 2400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	11	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.48E+01	1.39E+01	8.68E-01	1.23E-01	1.23E-01
Daily Total	19											286										

Total Hourly Emission

Hour	Total Emission inside Bus Terminus (g) (Running + Idling + Start) [6]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	6.22E+01	5.85E+01	3.70E+00	1.60E+00	1.47E+00	1.73E-02	1.62E-02	1.03E-03	4.44E-04	4.09E-04
0100 - 0200	4.40E+01	4.14E+01	2.63E+00	5.81E-01	5.18E-01	1.22E-02	1.15E-02	7.30E-04	1.56E-04	1.43E-04
0200 - 0300	3.79E+00	3.57E+00	2.26E-01	1.12E-01	1.03E-01	1.05E-03	9.90E-04	6.26E-05	3.11E-05	2.87E-05
0300 - 0400	4.40E+00	4.14E+00	2.65E-01	1.12E-01	1.03E-01	1.22E-03	1.15E-03	7.36E-05	3.11E-05	2.87E-05
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	5.62E+01	5.28E+01	3.44E+00	1.59E+00	1.47E+00	1.56E-02	1.47E-02	9.54E-04	4.42E-04	4.08E-04
0700 - 0800	9.01E+01	8.46E+01	5.49E+00	2.56E+00	2.36E+00	2.50E-02	2.35E-02	1.52E-03	7.11E-04	6.56E-04
0800 - 0900	1.35E+02	1.27E+02	8.02E+00	3.80E+00	3.51E+00	3.74E-02	3.52E-02	2.23E-03	1.05E-03	9.75E-04
0900 - 1000	1.50E+02	1.41E+02	8.94E+00	4.14E+00	3.83E+00	4.16E-02	3.91E-02	2.48E-03	1.15E-03	1.06E-03
1000 - 1100	1.08E+02	1.02E+02	6.46E+00	3.00E+00	2.78E+00	3.01E-02	2.83E-02	1.80E-03	8.34E-04	7.71E-04
1100 - 1200	1.16E+02	1.09E+02	6.91E+00	3.22E+00	2.97E+00	3.22E-02	3.02E-02	1.92E-03	8.93E-04	8.26E-04
1200 - 1300	1.26E+02	1.13E+02	7.24E+00	3.37E+00	3.12E+00	3.34E-02	3.14E-02	2.01E-03	9.36E-04	8.66E-04
1300 - 1400	1.15E+02	1.08E+02	6.98E+00	3.19E+00	2.95E+00	3.19E-02	3.00E-02	1.94E-03	8.85E-04	8.18E-04
1400 - 1500	1.14E+02	1.07E+02	6.86E+00	3.16E+00	2.92E+00	3.17E-02	2.98E-02	1.91E-03	8.77E-04	8.11E-04
1500 - 1600	9.46E+01	8.89E+01	5.65E+00	2.64E+00	2.44E+00	2.63E-02	2.47E-02	1.57E-03	7.32E-04	6.77E-04
1600 - 1700	1.33E+02	1.25E+02	7.96E+00	3.68E+00	3.39E+00	3.69E-02	3.47E-02	2.21E-03	1.02E-03	9.41E-04
1700 - 1800	1.16E+02	1.09E+02	6.93E+00	3.23E+00	2.98E+00	3.23E-02	3.04E-02	1.93E-03	8.96E-04	8.29E-04
1800 - 1900	1.46E+02	1.37E+02	8.84E+00	4.04E+00	3.74E+00	4.06E-02	3.82E-02	2.46E-03	1.12E-03	1.04E-03
1900 - 2000	1.19E+02	1.12E+02	7.18E+00	3.30E+00	3.06E+00	3.32E-02	3.12E-02	1.99E-03	9.17E-04	8.49E-04
2000 - 2100	1.02E+02	9.58E+01	6.16E+00	2.81E+00	2.60E+00	2.83E-02	2.66E-02	1.71E-03	7.79E-04	7.21E-04
2100 - 2200	1.29E+02	1.22E+02	7.75E+00	3.55E+00	3.29E+00	3.59E-02	3.38E-02	2.15E-03	9.86E-04	9.13E-04
2200 - 2300	8.22E+01	7.74E+01	4.84E+00	2.26E+00	2.09E+00	2.28E-02	2.15E-02	1.35E-03	6.28E-04	5.82E-04
2300 - 2400	8.67E+01	8.16E+01	5.15E+00	2.12E+00	1.96E+00	2.41E-02	2.27E-02	1.43E-03	5.89E-04	5.45E-04
					max:	3.91E-02	2.48E-03	1.15E-03	1.06E-03	

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.42	0.41	0.39	0.38
0.29	0.29	0.14	0.13
0.03	0.03	0.03	0.03
0.03	0.03	0.03	0.03
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.38	0.38	0.38	0.38
0.60	0.61	0.62	0.62
0.90	0.90	0.92	0.92
1.00	1.00	1.00	1.00
0.72	0.72	0.73	0.72
0.77	0.77	0.78	0.78
0.80	0.81	0.81	0.81
0.77	0.78	0.77	0.77
0.76	0.77	0.76	0.76
0.63	0.63	0.64	0.64
0.89	0.89	0.88	0.88
0.78	0.78	0.78	0.78
0.98	0.99	0.98	0.98
0.80	0.80	0.80	0.80
0.68	0.69	0.68	0.68
0.86	0.87	0.86	0.86
0.55	0.54	0.55	0.55
0.58	0.58	0.51	0.51

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of FBSD & FBDD (g) + Hot Idling Emission of FBSD & FBDD (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)
If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)
Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for Diesel vehicles with SCR

[4] Adjusted Start Emission within Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Stop/Starting Place to Egress (m) / 700m]
Minimum value = 0 g

[5] Adjusted Start Emission outside Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside Bus Terminus (m) / 700m]
Minimum value = 0 g

[6] Total Emission Inside Bus Terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within Bus Terminus (g)

Mody Road Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 4th Quarter

Temperature: 12 °C

Relative Humidity: 18 %

Start Emission

	Single-Deck Franchised Bus (FBSD) Start Emission Factor (g/trip)																	
NOx	2.79E-01	5.02E-01	6.69E-01	9.48E-01	1.17E+00	1.56E+00	2.29E+00	2.84E+00	4.18E+00	5.47E+00	6.14E+00	7.25E+00	7.98E+00	8.37E+00	8.59E+00	8.81E+00	8.92E+00	8.92E+00
NO	2.52E-01	4.53E-01	6.05E-01	8.56E-01	1.06E+00	1.41E+00	2.07E+00	2.57E+00	3.78E+00	4.94E+00	5.54E+00	6.55E+00	7.20E+00	7.56E+00	7.76E+00	7.96E+00	8.06E+00	8.06E+00
NO2	2.70E-02	4.86E-02	6.48E-02	9.19E-02	1.14E-01	1.51E-01	2.22E-01	2.76E-01	4.05E-01	5.30E-01	5.94E-01	7.03E-01	7.73E-01	8.11E-01	8.32E-01	8.54E-01	8.65E-01	8.65E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

	Double-Deck Franchised Bus (FBDD) Start Emission Factor (g/trip)																	
NOx	7.42E-01	1.33E+00	1.78E+00	2.52E+00	3.11E+00	4.15E+00	6.08E+00	7.56E+00	1.11E+01	1.45E+01	1.63E+01	1.93E+01	2.12E+01	2.22E+01	2.28E+01	2.34E+01	2.37E+01	2.37E+01
NO	6.93E-01	1.25E+00	1.66E+00	2.36E+00	2.91E+00	3.88E+00	5.69E+00	7.07E+00	1.04E+01	1.36E+01	1.53E+01	1.80E+01	1.98E+01	2.08E+01	2.14E+01	2.19E+01	2.22E+01	2.22E+01
NO2	4.81E-02	8.65E-02	1.15E-01	1.63E-01	2.02E-01	2.69E-01	3.94E-01	4.90E-01	7.21E-01	9.42E-01	1.06E+00	1.25E+00	1.37E+00	1.44E+00	1.48E+00	1.52E+00	1.54E+00	1.54E+00
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Boarding Time (min) / Hour	No. of Trips of FBSD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total		11

Boarding Time (min) / Hour	No. of Trips of FBDD																	
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720
0000 - 0100	1	2	2	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	3	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	1	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	2	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	1	1	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
																Daily Total		195

Total Start Emission of FBSD & FBDD (g)					
NOx	NO	NO2	RSP	FSP
2.79E+01	2.61E+01	1.81E+00	0.00E+00	0.00E+00
3.13E+01	2.93E+01	2.03E+00	0.00E+00	0.00E+00
1.78E+00	1.66E+00	1.15E-01	0.00E+00	0.00E+00
4.15E+00	3.88E+00	2.69E-01	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.62E+01	1.51E+01	1.09E+00	0.00E+00	0.00E+00
2.49E+01	2.32E+01	1.67E+00	0.00E+00	0.00E+00
2.31E+01	2.16E+01	1.50E+00	0.00E+00	0.00E+00
1.31E+01	1.22E+01	8.80E-01	0.00E+00	0.00E+00
1.60E+01	1.50E+01	1.04E+00	0.00E+00	0.00E+00
2.36E+01	2.20E+01	1.53E+00	0.00E+00	0.00E+00
2.31E+01	2.15E+01	1.52E+00	0.00E+00	0.00E+00
2.41E+01	2.25E+01	1.58E+00	0.00E+00	0.00E+00
2.01E+01	1.88E+01	1.32E+00	0.00E+00	0.00E+00
1.51E+01	1.41E+01	9.81E-01	0.00E+00	0.00E+00
1.40E+01	1.31E+01	9.24E-01	0.00E+00	0.00E+00
2.06E+01	1.93E+01	1.34E+00	0.00E+00	0.00E+00
2.08E+01	1.94E+01	1.35E+00	0.00E+00	0.00E+00
1.16E+01	1.08E+01	7.50E-01	0.00E+00	0.00E+00
1.82E+01	1.71E+01	1.18E+00	0.00E+00	0.00E+00
1.36E+01	1.21E+01	8.63E-01	0.00E+00	0.00E+00
9.19E+00	8.60E+00	5.96E-01	0.00E+00	0.00E+00
3.48E+01	3.26E+01	2.26E+00	0.00E+00	0.00E+00

Idling Emission - Terminating Buses

Idling Time for Terminating Buses =	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	FBSD											FBDD									
	Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequency	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
0100 - 0200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	2.68E+01	2.53E+01	1.58E+00	7.42E-03	7.42E-03
0200 - 0300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	2.31E-02	2.10E-02	2.16E-03	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.09E-05	6.71E+00	6.32E+00	3.94E-01	1.86E-03	1.86E-03
Daily Total	0											6										

Average Distance from Stop/Starting Place to Egress =	180 m
Average Spread Distance outside Bus Terminus =	520 m

Hour	FBSD											FBDD									
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	CY	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	10	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E+00	2.09E+00	1.30E-01	1.86E-02	1.86E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.22E-01	2.09E-01	1.30E-02	1.86E-03	1.86E-03
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	2.44E-01	2.21E-01	2.27E-02	1.96E-03	1.96E-03	8	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.78E+00	1.67E+00	1.04E-01	1.48E-02	1.48E-02
0700 - 0800	3	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	3.66E-01	3.32E-01	3.41E-02	2.93E-03	2.93E-03	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.89E+00	2.72E+00	1.70E-01	2.41E-02	2.41E-02
0800 - 0900	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	3.33E+00	3.14E+00	1.96E-01	2.78E-02	2.78E-02
0900 - 1000	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	9	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.00E+00	1.88E+00	1.17E-01	1.67E-02	1.67E-02
1000 - 1100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	9	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.00E+00	1.88E+00	1.17E-01	1.67E-02	1.67E-02
1100 - 1200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	12	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.66E+00	2.51E+00	1.57E-01	2.23E-02	2.23E-02
1200 - 1300	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.89E+00	2.72E+00	1.70E-01	2.41E-02	2.41E-02
1300 - 1400	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	12	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.66E+00	2.51E+00	1.57E-01	2.23E-02	2.23E-02
1400 - 1500	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.22E-01	1.11E-01	1.14E-02	9.75E-04	9.75E-04	10

Running Emission - Terminating and Bypass Buses

Average Travelling Distance within Bus Terminus =	285	m
Average Travelling Speed =	10	km/h

Hour	FSBD											FBDD										
	Frequency	Running Emission Factor (g/km-vehicle)					Running Emission (g)					Frequency	Running Emission Factor (g/km-vehicle)					Running Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	14	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	4.65E+01	4.38E+01	2.73E+00	1.54E+00	1.42E+00
0100 - 0200	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.66E+01	1.56E+01	9.76E-01	5.51E-01	5.07E-01
0200 - 0300	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	3.32E+00	3.13E+00	1.95E-01	1.10E-01	1.01E-01
0300 - 0400	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	3.32E+00	3.13E+00	1.95E-01	1.10E-01	1.01E-01
0400 - 0500	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	2	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	2.77E+00	2.51E+00	2.58E-01	8.42E-02	7.75E-02	13	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	4.32E+01	4.07E+01	2.54E+00	1.43E+00	1.32E+00
0700 - 0800	3	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	4.15E+00	3.76E+00	3.87E-01	1.26E-01	1.16E-01	21	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	6.98E+01	6.57E+01	4.10E+00	2.32E+00	2.13E+00
0800 - 0900	1	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	1.38E+00	1.25E+00	1.29E-01	4.21E-02	3.88E-02	32	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.06E+02	1.00E+02	6.25E+00	3.53E+00	3.25E+00
0900 - 1000	2	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	2.77E+00	2.51E+00	2.58E-01	8.42E-02	7.75E-02	34	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.13E+02	1.06E+02	6.64E+00	3.75E+00	3.45E+00
1000 - 1100	1	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	1.38E+00	1.25E+00	1.29E-01	4.21E-02	3.88E-02	25	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	8.31E+01	7.82E+01	4.88E+00	2.76E+00	2.54E+00
1100 - 1200	1	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	1.38E+00	1.25E+00	1.29E-01	4.21E-02	3.88E-02	27	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	8.97E+01	8.45E+01	5.27E+00	2.98E+00	2.74E+00
1200 - 1300	2	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	2.77E+00	2.51E+00	2.58E-01	8.42E-02	7.75E-02	28	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	9.31E+01	8.76E+01	5.47E+00	3.09E+00	2.84E+00
1300 - 1400	3	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	4.15E+00	3.76E+00	3.87E-01	1.26E-01	1.16E-01	26	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	8.64E+01	8.13E+01	5.08E+00	2.87E+00	2.64E+00
1400 - 1500	2	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	2.77E+00	2.51E+00	2.58E-01	8.42E-02	7.75E-02	26	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	8.64E+01	8.13E+01	5.08E+00	2.87E+00	2.64E+00
1500 - 1600	1	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	1.38E+00	1.25E+00	1.29E-01	4.21E-02	3.88E-02	22	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	7.31E+01	6.88E+01	4.30E+00	2.43E+00	2.23E+00
1600 - 1700	2	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	2.77E+00	2.51E+00	2.58E-01	8.42E-02	7.75E-02	30	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	9.97E+01	9.39E+01	5.86E+00	3.31E+00	3.04E+00
1700 - 1800	1	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	1.38E+00	1.25E+00	1.29E-01	4.21E-02	3.88E-02	27	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	8.97E+01	8.45E+01	5.27E+00	2.98E+00	2.74E+00
1800 - 1900	3	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	4.15E+00	3.76E+00	3.87E-01	1.26E-01	1.16E-01	33	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	1.10E+02	1.03E+02	6.44E+00	3.64E+00	3.35E+00
1900 - 2000	2	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	2.77E+00	2.51E+00	2.58E-01	8.42E-02	7.75E-02	27	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	8.97E+01	8.45E+01	5.27E+00	2.98E+00	2.74E+00
2000 - 2100	2	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	2.77E+00	2.51E+00	2.58E-01	8.42E-02	7.75E-02	23	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	7.64E+01	7.20E+01	4.49E+00	2.54E+00	2.33E+00
2100 - 2200	2	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	2.77E+00	2.51E+00	2.58E-01	8.42E-02	7.75E-02	29	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	9.64E+01	9.07E+01	5.66E+00	3.20E+00	2.94E+00
2200 - 2300	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	19	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	6.32E+01	5.94E+01	3.71E+00	2.10E+00	1.93E+00
2300 - 2400	0	4.85E+00	4.40E+00	4.52E-01	1.48E-01	1.36E-01	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	18	1.17E+01	1.10E+01	6.85E-01	3.87E-01	3.56E-01	5.98E+01	5.63E+01	3.52E+00	1.98E+00	1.83E+00
Daily Total	30											481										

Idling Emission - Bypass Buses

Idling Time for Bypass Buses =	6	min

Hour	FSBD											FBDD										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	3	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	4.03E+00	3.79E+00	2.37E-01	3.37E-02	3.37E-02
0100 - 0200	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	5	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	6.72E+00	6.32E+00	3.95E-01	5.61E-02	5.61E-02
0700 - 0800	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.07E+01	1.01E+01	6.32E-01	8.98E-02	8.98E-02
0800 - 0900	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	17	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.28E+01	2.15E+01	1.34E+00	1.91E-01	1.91E-01
0900 - 1000	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	25	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	3.36E+01	3.16E+01	1.97E+00	2.81E-01	2.81E-01
1000 - 1100	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	16	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.15E+01	2.02E+01	1.26E+00	1.80E-01	1.80E-01
1100 - 1200	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.02E+01	1.90E+01	1.18E+00	1.68E-01	1.68E-01
1200 - 1300	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	15	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.02E+01	1.90E+01	1.18E+00	1.68E-01	1.68E-01
1300 - 1400	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.47E+00	1.34E+00	1.37E-01	1.18E-02	1.18E-02	14	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.88E+01	1.77E+01	1.11E+00	1.57E-01	1.57E-01
1400 - 1500	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	16	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.15E+01	2.02E+01	1.26E+00	1.80E-01	1.80E-01
1500 - 1600	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	13	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.75E+01	1.64E+01	1.03E+00	1.46E-01	1.46E-01
1600 - 1700	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	22	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.96E+01	2.78E+01	1.74E+00	2.47E-01	2.47E-01
1700 - 1800	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	16	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.15E+01	2.02E+01	1.26E+00	1.80E-01	1.80E-01
1800 - 1900	3	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	2.21E+00	2.01E+00	2.06E-01	1.77E-02	1.77E-02	21	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.82E+01	2.66E+01	1.66E+00	2.36E-01	2.36E-01
1900 - 2000	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.47E+00	1.34E+00	1.37E-01	1.18E-02	1.18E-02	19	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.55E+01	2.40E+01	1.50E+00	2.13E-01	2.13E-01
2000 - 2100	2	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	1.47E+00	1.34E+00	1.37E-01	1.18E-02	1.18E-02	14	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.88E+01	1.77E+01	1.11E+00	1.57E-01	1.57E-01
2100 - 2200	1	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	7.37E-01	6.69E-01	6.87E-02	5.90E-03	5.90E-03	22	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	2.96E+01	2.78E+01	1.74E+00	2.47E-01	2.47E-01
2200 - 2300	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	14	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.88E+01	1.77E+01	1.11E+00	1.57E-01	1.57E-01
2300 - 2400	0	2.03E-03	1.84E-03	1.89E-04	1.63E-05	1.63E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	11	3.70E-03	3.48E-03	2.17E-04	3.09E-05	3.09E-05	1.48E+01	1.39E+01	8.68E-01	1.23E-01	1.23E-01
Daily Total	19											286										

Total Hourly Emission

Hour	Total Emission inside Bus Terminus (g) (Running + Idling + Start) [6]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	6.44E+01	6.05E+01	3.83E+00	1.60E+00	1.47E+00	1.79E-02	1.68E-02	1.06E-03	4.44E-04	4.09E-04
0100 - 0200	4.48E+01	4.21E+01	2.68E+00	5.81E-01	5.18E-01	1.24E-02	1.17E-02	7.44E-04	1.56E-04	1.43E-04
0200 - 0300	3.95E+00	3.71E+00	2.35E-01	1.12E-01	1.03E-01	1.10E-03	1.03E-03	6.52E-05	3.11E-05	2.87E-05
0300 - 0400	4.56E+00	4.28E+00	2.74E-01	1.12E-01	1.03E-01	1.27E-03	1.19E-03	7.62E-05	3.11E-05	2.87E-05
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	5.84E+01	5.48E+01	3.57E+00	1.59E+00	1.47E+00	1.62E-02	1.52E-02	9.91E-04	4.42E-04	4.08E-04
0700 - 0800	9.35E+01	8.78E+01	5.70E+00	2.56E+00	2.36E+00	2.60E-02	2.44E-02	1.58E-03	7.11E-04	6.56E-04
0800 - 0900	1.40E+02	1.31E+02	8.32E+00	3.80E+00	3.51E+00	3.88E-02	3.65E-02	2.31E-03	1.05E-03	9.75E-04
0900 - 1000	1.55E+02	1.46E+02	9.26E+00	4.14E+00	3.83E+00	4.31E-02	4.05E-02	2.57E-03	1.15E-03	1.06E-03
1000 - 1100	1.12E+02	1.06E+02	6.70E+00	3.00E+00	2.78E+00	3.12E-02	2.93E-02	1.86E-03	8.34E-04	7.71E-04
1100 - 1200	1.20E+02	1.13E+02	7.16E+00	3.22E+00	2.97E+00	3.33E-02	3.14E-02	1.99E-03	8.93E-04	8.26E-04
1200 - 1300	1.25E+02	1.17E+02	7.50E+00	3.37E+00	3.12E+00	3.47E-02	3.26E-02	2.08E-03	9.36E-04	8.66E-04
1300 - 1400	1.19E+02	1.12E+02	7.24E+00	3.19E+00	2.95E+00	3.31E-02	3.11E-02	2.01E-03	8.85E-04	8.18E-04
1400 - 1500	1.18E+02	1.11E+02	7.11E+00	3.16E+00	2.92E+00	3.29E-02	3.09E-02	1.98E-03	8.77E-04	8.11E-04
1500 - 1600	9.81E+01	9.22E+01	5.86E+00	2.64E+00	2.44E+00	2.72E-02	2.56E-02	1.63E-03	7.32E-04	6.77E-04
1600 - 1700	1.38E+02	1.30E+02	8.25E+00	3.66E+00	3.39E+00	3.83E-02	3.60E-02	2.29E-03	1.02E-03	9.41E-04
1700 - 1800	1.20E+02	1.13E+02	7.18E+00	3.23E+00	2.98E+00	3.35E-02	3.15E-02	2.00E-03	8.96E-04	8.29E-04
1800 - 1900	1.52E+02	1.42E+02	9.16E+00	4.04E+00	3.74E+00	4.21E-02	3.96E-02	2.54E-03	1.12E-03	1.04E-03
1900 - 2000	1.24E+02	1.16E+02	7.44E+00	3.30E+00	3.06E+00	3.44E-02	3.23E-02	2.07E-03	9.17E-04	8.49E-04
2000 - 2100	1.06E+02	9.93E+01	6.38E+00	2.81E+00	2.60E+00	2.94E-02	2.76E-02	1.77E-03	7.79E-04	7.21E-04
2100 - 2200	1.34E+02	1.26E+02	8.02E+00	3.55E+00	3.29E+00	3.72E-02	3.50E-02	2.23E-03	9.86E-04	9.13E-04
2200 - 2300	8.51E+01	8.01E+01	5.02E+00	2.26E+00	2.09E+00	2.37E-02	2.23E-02	1.39E-03	6.28E-04	5.82E-04
2300 - 2400	8.95E+01	8.42E+01	5.32E+00	2.12E+00	1.96E+00	2.49E-02	2.34E-02	1.48E-03	5.89E-04	5.45E-04
					max:	4.05E-02	2.57E-03	1.15E-03	1.06E-03	

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.42	0.41	0.39	0.38
0.29	0.29	0.14	0.13
0.03	0.03	0.03	0.03
0.03	0.03	0.03	0.03
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.38	0.39	0.38	0.38
0.60	0.62	0.62	0.62
0.90	0.90	0.92	0.92
1.00	1.00	1.00	1.00
0.72	0.72	0.73	0.72
0.77	0.77	0.78	0.78
0.81	0.81	0.81	0.81
0.77	0.78	0.77	0.77
0.76	0.77	0.76	0.76
0.63	0.63	0.64	0.64
0.89	0.89	0.88	0.88
0.78	0.78	0.78	0.78
0.98	0.99	0.98	0.98
0.80	0.80	0.80	0.80
0.68	0.69	0.68	0.68
0.86	0.87	0.86	0.86
0.55	0.54	0.55	0.55
0.58	0.57	0.51	0.51

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of FBSD & FBDD (g) + Hot Idling Emission of FBSD & FBDD (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for Diesel vehicles with SCR

[4] Adjusted Start Emission within Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Stop/Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside Bus Terminus (g) = [Total Start Emission of FBSD & FBDD (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside Bus Terminus (m) / 700m]

Minimum value = 0 g

[6] Total Emission Inside Bus Terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within Bus Terminus (g)

Ashley Road Public Light Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 1st Quarter

Temperature: 13 °C

Relative Humidity: 32 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																	
NOx	5.66E-02	1.02E-01	1.36E-01	1.93E-01	2.38E-01	3.17E-01	4.64E-01	5.78E-01	8.49E-01	1.11E+00	1.25E+00	1.47E+00	1.62E+00	1.70E+00	1.74E+00	1.79E+00	1.81E+00	1.81E+00
NO	4.07E-02	7.34E-02	9.79E-02	1.39E-01	1.71E-01	2.28E-01	3.34E-01	4.16E-01	6.11E-01	7.99E-01	8.97E-01	1.06E+00	1.17E+00	1.22E+00	1.26E+00	1.29E+00	1.30E+00	1.30E+00
NO2	1.59E-02	2.85E-02	3.80E-02	5.39E-02	6.66E-02	8.88E-02	1.30E-01	1.62E-01	2.38E-01	3.11E-01	3.49E-01	4.12E-01	4.53E-01	4.76E-01	4.88E-01	5.01E-01	5.07E-01	5.07E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (Diesel) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	13

Total Start Emission of PLB (Diesel) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.36E-01	9.79E-02	3.80E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
8.95E-01	6.44E-01	2.51E-01	0.00E+00	0.00E+00
8.38E-01	6.03E-01	2.35E-01	0.00E+00	0.00E+00
1.93E-01	1.39E-01	5.39E-02	0.00E+00	0.00E+00
1.02E-01	7.34E-02	2.85E-02	0.00E+00	0.00E+00
1.02E-01	7.34E-02	2.85E-02	0.00E+00	0.00E+00
1.02E-01	7.34E-02	2.85E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5.66E-02	4.07E-02	1.59E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3.17E-01	2.28E-01	8.88E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	PLB (Diesel)											PLB (Diesel)										
	Frequenc	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequenc	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	y	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	y	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1000 - 1100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	1	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	6.00E-02	4.32E-02	1.68E-02	4.33E-04	4.33E-04	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1300 - 1400	1	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	6.00E-02	4.32E-02	1.68E-02	4.33E-04	4.33E-04	2	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04
1400 - 1500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04
1500 - 1600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1600 - 1700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1700 - 1800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1800 - 1900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
2000 - 2100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
2200 - 2300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	2											11										

Average Distance from Starting Place to Egress =	8	m
Average Spread Distance outside bus terminus =	692	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [4]					Adjusted Start Emission outside bus terminus (g) [5]					Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	1.14E-03	8.19E-04	3.18E-04	0.00E+00	0.00E+00	9.83E-02	7.08E-02	2.75E-02	0.00E+00	0.00E+00	2.73E-05	1.97E-05	7.63E-06	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	9.65E-02	6.95E-02	2.70E-02	8.67E-04	8.67E-04	9.65E-02	6.95E-02	2.70E-02	8.67E-04	8.67E-04	9.12E-03	6.57E-03	2.55E-03	0.00E+00	0.00E+00	7.89E-01	5.68E-01	2.21E-01	0.00E+00	0.00E+00	2.19E-04	1.58E-04	6.14E-05	0.00E+00	0.00E+00
1300 - 1400	1.33E-01	9.57E-02	3.72E-02	1.30E-03	1.30E-03	1.33E-01	9.57E-02	3.72E-02	1.30E-03	1.30E-03	8.06E-03	5.80E-03	2.26E-03	0.00E+00	0.00E+00	6.97E-01	5.02E-01	1.95E-01	0.00E+00	0.00E+00	1.94E-04	1.39E-04	5.42E-05	0.00E+00	0.00E+00
1400 - 1500	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04	1.37E-03	9.84E-04	3.83E-04	0.00E+00	0.00E+00	1.18E-01	8.51E-02	3.31E-02	0.00E+00	0.00E+00	3.28E-05	2.36E-05	9.20E-06	0.00E+00	0.00E+00
1500 - 1600	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	7.48E-04	5.39E-04	2.09E-04	0.00E+00	0.00E+00	6.47E-02	4.66E-02	1.81E-02	0.00E+00	0.00E+00	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1600 - 1700	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	7.48E-04	5.39E-04	2.09E-04	0.00E+00	0.00E+00	6.47E-02	4.66E-02	1.81E-02	0.00E+00	0.00E+00	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1700 - 1800	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	7.48E-04	5.39E-04	2.09E-04	0.00E+00	0.00E+00	6.47E-02	4.66E-02	1.81E-02	0.00E+00	0.00E+00	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	2.30E-04	1.65E-04	6.51E-05	0.00E+00	0.00E+00	1.99E-02	1.43E-02	5.63E-03	0.00E+00	0.00E+00	5.53E-06	3.97E-06	1.56E-06	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.21E-03	2.31E-03	8.98E-04	0.00E+00	0.00E+00	2.77E-01	2.00E-01	7.77E-02	0.00E+00	0.00E+00	7.71E-05	5.55E-05	2.16E-05	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (LPG) Start Emission Factor (g/trip)																	
NOx	1.65E+00	2.48E+00	3.95E+00	5.14E+00	6.06E+00	6.72E+00	7.10E+00	7.23E+00	7.20E+00	7.16E+00	7.11E+00	7.04E+00	6.95E+00	6.86E+00	6.75E+00	6.62E+00	6.48E+00	6.33E+00
NO	1.64E+00	2.47E+00	3.93E+00	5.11E+00	6.03E+00	6.68E+00	7.06E+00	7.19E+00	7.16E+00	7.12E+00	7.07E+00	7.00E+00	6.92E+00	6.82E+00	6.71E+00	6.59E+00	6.45E+00	6.30E+00
NO2	8.40E-03	1.27E-02	2.02E-02	2.63E-02	3.11E-02	3.44E-02	3.64E-02	3.70E-02	3.69E-02	3.67E-02	3.64E-02	3.61E-02	3.56E-02	3.51E-02	3.46E-02	3.39E-02	3.32E-02	3.24E-02
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (LPG) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	3

Total Start Emission of PLB (LPG) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Running Emission - Terminating and Bypass Public Light Buses

Average Travelling Distance within bus terminus =	16	m
Average Travelling Speed =	10	km/h

Hour	PLB (Diesel + LPG)										
	Frequency	Running Emission Factor (g/km·vehicle)					Running Emission (g)				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	6	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.25E-01	1.03E-01	2.23E-02	4.68E-03	4.30E-03
0700 - 0800	9	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.87E-01	1.54E-01	3.35E-02	7.01E-03	6.45E-03
0800 - 0900	13	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	2.71E-01	2.22E-01	4.84E-02	1.01E-02	9.32E-03
0900 - 1000	6	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.25E-01	1.03E-01	2.23E-02	4.68E-03	4.30E-03
1000 - 1100	5	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.04E-01	8.54E-02	1.86E-02	3.90E-03	3.58E-03
1100 - 1200	6	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.25E-01	1.03E-01	2.23E-02	4.68E-03	4.30E-03
1200 - 1300	7	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.46E-01	1.20E-01	2.61E-02	5.45E-03	5.02E-03
1300 - 1400	9	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.87E-01	1.54E-01	3.35E-02	7.01E-03	6.45E-03
1400 - 1500	8	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.66E-01	1.37E-01	2.98E-02	6.23E-03	5.73E-03
1500 - 1600	6	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.25E-01	1.03E-01	2.23E-02	4.68E-03	4.30E-03
1600 - 1700	6	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.25E-01	1.03E-01	2.23E-02	4.68E-03	4.30E-03
1700 - 1800	6	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.25E-01	1.03E-01	2.23E-02	4.68E-03	4.30E-03
1800 - 1900	8	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.66E-01	1.37E-01	2.98E-02	6.23E-03	5.73E-03
1900 - 2000	4	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	8.32E-02	6.84E-02	1.49E-02	3.12E-03	2.87E-03
2000 - 2100	6	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.25E-01	1.03E-01	2.23E-02	4.68E-03	4.30E-03
2100 - 2200	6	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.25E-01	1.03E-01	2.23E-02	4.68E-03	4.30E-03
2200 - 2300	6	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.25E-01	1.03E-01	2.23E-02	4.68E-03	4.30E-03
2300 - 2400	1	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	2.08E-02	1.71E-02	3.72E-03	7.79E-04	7.17E-04
Daily Total	118										

Idling Emission - Bypass Public Light Buses

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7	
Idling Time for Bypass Public Light Buses	8	min

Hour	PLB (Diesel)											PLB (LPG)										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.62E-02	9.86E-03	9.86E-03
0700 - 0800	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.04E+00	1.47E+00	5.72E-01	2.43E-02	2.43E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.62E-02	9.86E-03	9.86E-03
0800 - 0900	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.63E+00	1.89E+00	7.35E-01	3.12E-02	3.12E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.03E+01	1.02E+01	5.23E-02	1.97E-02	1.97E-02
0900 - 1000	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1000 - 1100	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1100 - 1200	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.62E-02	9.86E-03	9.86E-03
1200 - 1300	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1300 - 1400	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1400 - 1500	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1500 - 1600	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1600 - 1700	3	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.75E-01	6.30E-01	2.45E-01	1.04E-02	1.04E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1700 - 1800	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1800 - 1900	6	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.75E+00	1.26E+00	4.90E-01	2.08E-02	2.08E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.62E-02	9.86E-03	9.86E-03
1900 - 2000	2	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	5.84E-01	4.20E-01	1.63E-01	6.94E-03	6.94E-03	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
2000 - 2100	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.62E-02	9.86E-03	9.86E-03
2100 - 2200	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
2200 - 2300	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.62E-02	9.86E-03	9.86E-03
2300 - 2400	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.92E-01	2.10E-01	8.17E-02	3.47E-03	3.47E-03	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	76											26										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [8]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	6.44E+00	6.06E+00	3.75E-01	2.84E-02	2.80E-02	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
0700 - 0800	7.38E+00	6.75E+00	6.32E-01	4.12E-02	4.06E-02	2.05E-03	1.87E-03	1.75E-04	1.14E-05	1.13E-05
0800 - 0900	1.32E+01	1.24E+01	8.36E-01	6.11E-02	6.03E-02	3.66E-03	3.43E-03	2.32E-04	1.70E-05	1.67E-05
0900 - 1000	3.90E+00	3.53E+00	3.73E-01	2.39E-02	2.35E-02	1.08E-03	9.81E-04	1.04E-04	6.64E-06	6.54E-06
1000 - 1100	3.85E+00	3.49E+00	3.59E-01	2.27E-02	2.24E-02	1.07E-03	9.69E-04	9.96E-05	6.31E-06	6.22E-06
1100 - 1200	6.44E+00	6.06E+00	3.75E-01	2.84E-02	2.80E-02	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
1200 - 1300	3.99E+00	3.60E+00	3.96E-01	2.51E-02	2.47E-02	1.11E-03	9.99E-04	1.10E-04	6.98E-06	6.86E-06
1300 - 1400	4.58E+00	4.17E+00	4.15E-01	2.77E-02	2.72E-02	1.27E-03	1.16E-03	1.15E-04	7.70E-06	7.55E-06
1400 - 1500	4.37E+00	3.98E+00	3.92E-01	2.65E-02	2.60E-02	1.22E-03	1.11E-03	1.09E-04	7.37E-06	7.23E-06
1500 - 1600	3.90E+00	3.53E+00	3.73E-01	2.39E-02	2.35E-02	1.08E-03	9.81E-04	1.04E-04	6.64E-06	6.54E-06
1600 - 1700	4.05E+00	3.75E+00	2.93E-01	2.11E-02	2.07E-02	1.12E-03	1.04E-03	8.14E-05	5.85E-06	5.75E-06
1700 - 1800	3.90E+00	3.53E+00	3.73E-01	2.39E-02	2.35E-02	1.08E-03	9.81E-04	1.04E-04	6.64E-06	6.54E-06
1800 - 1900	7.07E+00	6.52E+00	5.46E-01	3.69E-02	3.64E-02	1.96E-03	1.81E-03	1.52E-04	1.03E-05	1.01E-05
1900 - 2000	3.28E+00	3.08E+00	2.02E-01	1.54E-02	1.52E-02	9.10E-04	8.54E-04	5.60E-05	4.28E-06	4.21E-06
2000 - 2100	6.44E+00	6.06E+00	3.75E-01	2.84E-02	2.80E-02	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
2100 - 2200	3.91E+00	3.53E+00	3.73E-01	2.39E-02	2.35E-02	1.08E-03	9.81E-04	1.04E-04	6.64E-06	6.54E-06
2200 - 2300	6.44E+00	6.06E+00	3.75E-01	2.84E-02	2.80E-02	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
2300 - 2400	3.13E-01	2.27E-01	8.54E-02	4.25E-03	4.19E-03	8.68E-05	6.31E-05	2.37E-05	1.18E-06	1.16E-06
						max:	3.43E-03	2.32E-04	1.70E-05	1.67E-05

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.49	0.45	0.47	0.47
0.55	0.76	0.67	0.67
1.00	1.00	1.00	1.00
0.29	0.45	0.39	0.39
0.28	0.43	0.37	0.37
0.49	0.45	0.47	0.47
0.29	0.47	0.41	0.41
0.34	0.50	0.45	0.45
0.32	0.47	0.43	0.43
0.29	0.45	0.39	0.39
0.30	0.35	0.34	0.34
0.29	0.45	0.39	0.39
0.53	0.65	0.60	0.60
0.25	0.24	0.25	0.25
0.49	0.45	0.47	0.47
0.29	0.45	0.39	0.39
0.49	0.45	0.47	0.47
0.02	0.10	0.07	0.07

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of PLB (g) + Hot Idling Emission of PLB (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for LPG PLB

[4] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 150m]

Minimum value = 0 g

[7] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 150m]

Minimum value = 0 g

[8] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[9] The no. of trips are based on the information collected during the traffic surveys conducted by the traffic consultant.

[10] The idling times are based on the information collected during the traffic surveys conducted by the traffic consultant.

Ashley Road Public Light Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 2nd Quarter

Temperature: 20 °C

Relative Humidity: 47 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																	
NOx	5.66E-02	1.02E-01	1.36E-01	1.93E-01	2.38E-01	3.17E-01	4.64E-01	5.78E-01	8.49E-01	1.11E+00	1.25E+00	1.47E+00	1.62E+00	1.70E+00	1.74E+00	1.79E+00	1.81E+00	1.81E+00
NO	4.07E-02	7.34E-02	9.79E-02	1.39E-01	1.71E-01	2.28E-01	3.34E-01	4.16E-01	6.11E-01	7.99E-01	8.97E-01	1.06E+00	1.17E+00	1.22E+00	1.26E+00	1.29E+00	1.30E+00	1.30E+00
NO2	1.59E-02	2.85E-02	3.80E-02	5.39E-02	6.66E-02	8.88E-02	1.30E-01	1.62E-01	2.38E-01	3.11E-01	3.49E-01	4.12E-01	4.53E-01	4.76E-01	4.88E-01	5.01E-01	5.07E-01	5.07E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (Diesel) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	13

Total Start Emission of PLB (Diesel) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.36E-01	9.79E-02	3.80E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
8.95E-01	6.44E-01	2.51E-01	0.00E+00	0.00E+00
8.38E-01	6.03E-01	2.35E-01	0.00E+00	0.00E+00
1.93E-01	1.39E-01	5.39E-02	0.00E+00	0.00E+00
1.02E-01	7.34E-02	2.85E-02	0.00E+00	0.00E+00
1.02E-01	7.34E-02	2.85E-02	0.00E+00	0.00E+00
1.02E-01	7.34E-02	2.85E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5.66E-02	4.07E-02	1.59E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3.17E-01	2.28E-01	8.88E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:

[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.

[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	PLB (Diesel)											PLB (Diesel)										
	Frequenc	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequenc	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	y	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	y	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1000 - 1100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	1	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	6.00E-02	4.32E-02	1.68E-02	4.33E-04	4.33E-04	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1300 - 1400	1	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	6.00E-02	4.32E-02	1.68E-02	4.33E-04	4.33E-04	2	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04
1400 - 1500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04
1500 - 1600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1600 - 1700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1700 - 1800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1800 - 1900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
2000 - 2100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
2200 - 2300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	2											11										

Average Distance from Starting Place to Egress =	8	m
Average Spread Distance outside bus terminus =	692	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [4]					Adjusted Start Emission outside bus terminus (g) [5]					Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	1.14E-03	8.19E-04	3.18E-04	0.00E+00	0.00E+00	9.83E-02	7.08E-02	2.75E-02	0.00E+00	0.00E+00	2.73E-05	1.97E-05	7.63E-06	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	9.65E-02	6.95E-02	2.70E-02	8.67E-04	8.67E-04	9.65E-02	6.95E-02	2.70E-02	8.67E-04	8.67E-04	9.12E-03	6.57E-03	2.55E-03	0.00E+00	0.00E+00	7.89E-01	5.68E-01	2.21E-01	0.00E+00	0.00E+00	2.19E-04	1.58E-04	6.14E-05	0.00E+00	0.00E+00
1300 - 1400	1.33E-01	9.57E-02	3.72E-02	1.30E-03	1.30E-03	1.33E-01	9.57E-02	3.72E-02	1.30E-03	1.30E-03	8.06E-03	5.80E-03	2.26E-03	0.00E+00	0.00E+00	6.97E-01	5.02E-01	1.95E-01	0.00E+00	0.00E+00	1.94E-04	1.39E-04	5.42E-05	0.00E+00	0.00E+00
1400 - 1500	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04	1.37E-03	9.84E-04	3.83E-04	0.00E+00	0.00E+00	1.18E-01	8.51E-02	3.31E-02	0.00E+00	0.00E+00	3.28E-05	2.36E-05	9.20E-06	0.00E+00	0.00E+00
1500 - 1600	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	7.48E-04	5.39E-04	2.09E-04	0.00E+00	0.00E+00	6.47E-02	4.66E-02	1.81E-02	0.00E+00	0.00E+00	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1600 - 1700	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	7.48E-04	5.39E-04	2.09E-04	0.00E+00	0.00E+00	6.47E-02	4.66E-02	1.81E-02	0.00E+00	0.00E+00	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1700 - 1800	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	7.48E-04	5.39E-04	2.09E-04	0.00E+00	0.00E+00	6.47E-02	4.66E-02	1.81E-02	0.00E+00	0.00E+00	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	2.30E-04	1.65E-04	6.51E-05	0.00E+00	0.00E+00	1.99E-02	1.43E-02	5.63E-03	0.00E+00	0.00E+00	5.53E-06	3.97E-06	1.56E-06	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.21E-03	2.31E-03	8.98E-04	0.00E+00	0.00E+00	2.77E-01	2.00E-01	7.77E-02	0.00E+00	0.00E+00	7.71E-05	5.55E-05	2.16E-05	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (LPG) Start Emission Factor (g/trip)																	
NOx	1.53E+00	2.30E+00	3.66E+00	4.77E+00	5.63E+00	6.23E+00	6.58E+00	6.64E+00	6.62E+00	6.58E+00	6.53E+00	6.47E+00	6.39E+00	6.30E+00	6.20E+00	6.09E+00	5.96E+00	5.82E+00
NO	1.52E+00	2.29E+00	3.64E+00	4.75E+00	5.60E+00	6.20E+00	6.55E+00	6.61E+00	6.58E+00	6.55E+00	6.50E+00	6.43E+00	6.36E+00	6.27E+00	6.17E+00	6.05E+00	5.93E+00	5.79E+00
NO2	7.80E-03	1.18E-02	1.88E-02	2.44E-02	2.88E-02	3.19E-02	3.37E-02	3.40E-02	3.39E-02	3.37E-02	3.35E-02	3.31E-02	3.27E-02	3.23E-02	3.18E-02	3.12E-02	3.05E-02	2.98E-02
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (LPG) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	3	

Total Start Emission of PLB (LPG) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Running Emission - Terminating and Bypass Public Light Buses

Average Travelling Distance within bus terminus =	16	m
Average Travelling Speed =	10	km/h

Hour	PLB (Diesel + LPG)										
	Frequency	Running Emission Factor (g/km·vehicle)					Running Emission (g)				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	6	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.13E-01	9.21E-02	2.09E-02	4.68E-03	4.30E-03
0700 - 0800	9	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.69E-01	1.38E-01	3.14E-02	7.01E-03	6.45E-03
0800 - 0900	13	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	2.45E-01	2.00E-01	4.53E-02	1.01E-02	9.32E-03
0900 - 1000	6	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.13E-01	9.21E-02	2.09E-02	4.68E-03	4.30E-03
1000 - 1100	5	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	9.42E-02	7.67E-02	1.74E-02	3.90E-03	3.58E-03
1100 - 1200	6	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.13E-01	9.21E-02	2.09E-02	4.68E-03	4.30E-03
1200 - 1300	7	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.32E-01	1.07E-01	2.44E-02	5.45E-03	5.02E-03
1300 - 1400	9	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.69E-01	1.38E-01	3.14E-02	7.01E-03	6.45E-03
1400 - 1500	8	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.51E-01	1.23E-01	2.79E-02	6.23E-03	5.73E-03
1500 - 1600	6	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.13E-01	9.21E-02	2.09E-02	4.68E-03	4.30E-03
1600 - 1700	6	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.13E-01	9.21E-02	2.09E-02	4.68E-03	4.30E-03
1700 - 1800	6	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.13E-01	9.21E-02	2.09E-02	4.68E-03	4.30E-03
1800 - 1900	8	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.51E-01	1.23E-01	2.79E-02	6.23E-03	5.73E-03
1900 - 2000	4	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	7.53E-02	6.14E-02	1.39E-02	3.12E-03	2.87E-03
2000 - 2100	6	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.13E-01	9.21E-02	2.09E-02	4.68E-03	4.30E-03
2100 - 2200	6	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.13E-01	9.21E-02	2.09E-02	4.68E-03	4.30E-03
2200 - 2300	6	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.13E-01	9.21E-02	2.09E-02	4.68E-03	4.30E-03
2300 - 2400	1	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.88E-02	1.53E-02	3.48E-03	7.79E-04	7.17E-04
Daily Total	118										

Idling Emission - Bypass Public Light Buses

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7	
Idling Time for Bypass Public Light Buses	8	min

Hour	PLB (Diesel)											PLB (LPG)										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.63E-02	9.86E-03	9.86E-03
0700 - 0800	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.04E+00	1.47E+00	5.72E-01	2.43E-02	2.43E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.63E-02	9.86E-03	9.86E-03
0800 - 0900	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.63E+00	1.89E+00	7.35E-01	3.12E-02	3.12E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.03E+01	1.02E+01	5.26E-02	1.97E-02	1.97E-02
0900 - 1000	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1000 - 1100	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1100 - 1200	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.63E-02	9.86E-03	9.86E-03
1200 - 1300	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1300 - 1400	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1400 - 1500	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1500 - 1600	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1600 - 1700	3	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.75E-01	6.30E-01	2.45E-01	1.04E-02	1.04E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1700 - 1800	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1800 - 1900	6	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.75E+00	1.26E+00	4.90E-01	2.08E-02	2.08E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.63E-02	9.86E-03	9.86E-03
1900 - 2000	2	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	5.84E-01	4.20E-01	1.63E-01	6.94E-03	6.94E-03	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
2000 - 2100	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.63E-02	9.86E-03	9.86E-03
2100 - 2200	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
2200 - 2300	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.41E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.63E-02	9.86E-03	9.86E-03
2300 - 2400	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.92E-01	2.10E-01	8.17E-02	3.47E-03	3.47E-03	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	76											26										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [8]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	6.43E+00	6.05E+00	3.74E-01	2.84E-02	2.80E-02	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
0700 - 0800	7.36E+00	6.73E+00	6.30E-01	4.12E-02	4.06E-02	2.04E-03	1.87E-03	1.75E-04	1.14E-05	1.13E-05
0800 - 0900	1.32E+01	1.23E+01	8.33E-01	6.11E-02	6.03E-02	3.66E-03	3.43E-03	2.31E-04	1.70E-05	1.67E-05
0900 - 1000	3.89E+00	3.52E+00	3.71E-01	2.39E-02	2.35E-02	1.08E-03	9.78E-04	1.03E-04	6.64E-06	6.54E-06
1000 - 1100	3.84E+00	3.48E+00	3.57E-01	2.27E-02	2.24E-02	1.07E-03	9.66E-04	9.93E-05	6.31E-06	6.22E-06
1100 - 1200	6.43E+00	6.05E+00	3.74E-01	2.84E-02	2.80E-02	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
1200 - 1300	3.98E+00	3.58E+00	3.94E-01	2.51E-02	2.47E-02	1.11E-03	9.96E-04	1.09E-04	6.98E-06	6.86E-06
1300 - 1400	4.55E+00	4.14E+00	4.13E-01	2.77E-02	2.72E-02	1.26E-03	1.15E-03	1.15E-04	7.70E-06	7.55E-06
1400 - 1500	4.35E+00	3.96E+00	3.91E-01	2.65E-02	2.60E-02	1.21E-03	1.10E-03	1.09E-04	7.37E-06	7.23E-06
1500 - 1600	3.89E+00	3.52E+00	3.71E-01	2.39E-02	2.35E-02	1.08E-03	9.78E-04	1.03E-04	6.64E-06	6.54E-06
1600 - 1700	4.03E+00	3.73E+00	2.92E-01	2.11E-02	2.07E-02	1.12E-03	1.04E-03	8.10E-05	5.85E-06	5.75E-06
1700 - 1800	3.89E+00	3.52E+00	3.71E-01	2.39E-02	2.35E-02	1.08E-03	9.78E-04	1.03E-04	6.64E-06	6.54E-06
1800 - 1900	7.05E+00	6.51E+00	5.44E-01	3.69E-02	3.64E-02	1.96E-03	1.81E-03	1.51E-04	1.03E-05	1.01E-05
1900 - 2000	3.27E+00	3.07E+00	2.01E-01	1.54E-02	1.52E-02	9.08E-04	8.52E-04	5.58E-05	4.28E-06	4.21E-06
2000 - 2100	6.43E+00	6.05E+00	3.74E-01	2.84E-02	2.80E-02	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
2100 - 2200	3.89E+00	3.52E+00	3.72E-01	2.39E-02	2.35E-02	1.08E-03	9.78E-04	1.03E-04	6.64E-06	6.54E-06
2200 - 2300	6.43E+00	6.05E+00	3.74E-01	2.84E-02	2.80E-02	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
2300 - 2400	3.11E-01	2.25E-01	8.52E-02	4.25E-03	4.19E-03	8.63E-05	6.26E-05	2.37E-05	1.18E-06	1.16E-06
						max:	3.43E-03	2.31E-04	1.70E-05	1.67E-05

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.49	0.45	0.47	0.47
0.55	0.76	0.67	0.67
1.00	1.00	1.00	1.00
0.29	0.45	0.39	0.39
0.28	0.43	0.37	0.37
0.49	0.45	0.47	0.47
0.29	0.47	0.41	0.41
0.34	0.50	0.45	0.45
0.32	0.47	0.43	0.43
0.29	0.45	0.39	0.39
0.30	0.35	0.34	0.34
0.29	0.45	0.39	0.39
0.53	0.65	0.60	0.60
0.25	0.24	0.25	0.25
0.49	0.45	0.47	0.47
0.29	0.45	0.39	0.39
0.49	0.45	0.47	0.47
0.02	0.10	0.07	0.07

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of PLB (g) + Hot Idling Emission of PLB (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for LPG PLB

[4] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 150m]

Minimum value = 0 g

[7] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 150m]

Minimum value = 0 g

[8] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[9] The no. of trips are based on the information collected during the traffic surveys conducted by the traffic consultant.

[10] The idling times are based on the information collected during the traffic surveys conducted by the traffic consultant.

Ashley Road Public Light Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 3rd Quarter

Temperature: 24 °C

Relative Humidity: 24 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																	
NOx	5.66E-02	1.02E-01	1.36E-01	1.93E-01	2.38E-01	3.17E-01	4.64E-01	5.78E-01	8.49E-01	1.11E+00	1.25E+00	1.47E+00	1.62E+00	1.70E+00	1.74E+00	1.79E+00	1.81E+00	1.81E+00
NO	4.07E-02	7.34E-02	9.79E-02	1.39E-01	1.71E-01	2.28E-01	3.34E-01	4.16E-01	6.11E-01	7.99E-01	8.97E-01	1.06E+00	1.17E+00	1.22E+00	1.26E+00	1.29E+00	1.30E+00	1.30E+00
NO2	1.59E-02	2.85E-02	3.80E-02	5.39E-02	6.66E-02	8.88E-02	1.30E-01	1.62E-01	2.38E-01	3.11E-01	3.49E-01	4.12E-01	4.53E-01	4.76E-01	4.88E-01	5.01E-01	5.07E-01	5.07E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (Diesel) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1400 - 1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	13

Total Start Emission of PLB (Diesel) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.36E-01	9.79E-02	3.80E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
8.95E-01	6.44E-01	2.51E-01	0.00E+00	0.00E+00
8.38E-01	6.03E-01	2.35E-01	0.00E+00	0.00E+00
1.93E-01	1.39E-01	5.39E-02	0.00E+00	0.00E+00
1.02E-01	7.34E-02	2.85E-02	0.00E+00	0.00E+00
1.02E-01	7.34E-02	2.85E-02	0.00E+00	0.00E+00
1.02E-01	7.34E-02	2.85E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5.66E-02	4.07E-02	1.59E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3.17E-01	2.28E-01	8.88E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	PLB (Diesel)											PLB (Diesel)										
	Frequenc	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequenc	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	y	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	y	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1000 - 1100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	1	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	6.00E-02	4.32E-02	1.68E-02	4.33E-04	4.33E-04	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1300 - 1400	1	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	6.00E-02	4.32E-02	1.68E-02	4.33E-04	4.33E-04	2	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04
1400 - 1500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04
1500 - 1600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1600 - 1700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1700 - 1800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1800 - 1900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
2000 - 2100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
2200 - 2300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	2											11										

Average Distance from Starting Place to Egress =	8	m
Average Spread Distance outside bus terminus =	692	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [4]					Adjusted Start Emission outside bus terminus (g) [5]					Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	1.14E-03	8.19E-04	3.18E-04	0.00E+00	0.00E+00	9.83E-02	7.08E-02	2.75E-02	0.00E+00	0.00E+00	2.73E-05	1.97E-05	7.63E-06	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	9.65E-02	6.94E-02	2.70E-02	8.67E-04	8.67E-04	9.65E-02	6.94E-02	2.70E-02	8.67E-04	8.67E-04	9.12E-03	6.57E-03	2.55E-03	0.00E+00	0.00E+00	7.89E-01	5.68E-01	2.21E-01	0.00E+00	0.00E+00	2.19E-04	1.58E-04	6.14E-05	0.00E+00	0.00E+00
1300 - 1400	1.33E-01	9.57E-02	3.72E-02	1.30E-03	1.30E-03	1.33E-01	9.57E-02	3.72E-02	1.30E-03	1.30E-03	8.06E-03	5.80E-03	2.26E-03	0.00E+00	0.00E+00	6.97E-01	5.02E-01	1.95E-01	0.00E+00	0.00E+00	1.94E-04	1.39E-04	5.42E-05	0.00E+00	0.00E+00
1400 - 1500	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04	1.37E-03	9.84E-04	3.83E-04	0.00E+00	0.00E+00	1.18E-01	8.51E-02	3.31E-02	0.00E+00	0.00E+00	3.28E-05	2.36E-05	9.19E-06	0.00E+00	0.00E+00
1500 - 1600	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	7.48E-04	5.39E-04	2.09E-04	0.00E+00	0.00E+00	6.47E-02	4.66E-02	1.81E-02	0.00E+00	0.00E+00	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1600 - 1700	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	7.48E-04	5.39E-04	2.09E-04	0.00E+00	0.00E+00	6.47E-02	4.66E-02	1.81E-02	0.00E+00	0.00E+00	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1700 - 1800	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	7.48E-04	5.39E-04	2.09E-04	0.00E+00	0.00E+00	6.47E-02	4.66E-02	1.81E-02	0.00E+00	0.00E+00	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	2.30E-04	1.65E-04	6.50E-05	0.00E+00	0.00E+00	1.99E-02	1.43E-02	5.63E-03	0.00E+00	0.00E+00	5.53E-06	3.97E-06	1.56E-06	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.21E-03	2.31E-03	8.98E-04	0.00E+00	0.00E+00	2.77E-01	2.00E-01	7.77E-02	0.00E+00	0.00E+00	7.71E-05	5.55E-05	2.16E-05	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (LPG) Start Emission Factor (g/trip)																	
NOx	1.47E+00	2.21E+00	3.51E+00	4.58E+00	5.40E+00	5.98E+00	6.32E+00	6.34E+00	6.31E+00	6.28E+00	6.23E+00	6.17E+00	6.10E+00	6.01E+00	5.92E+00	5.81E+00	5.69E+00	5.55E+00
NO	1.46E+00	2.20E+00	3.50E+00	4.55E+00	5.37E+00	5.95E+00	6.28E+00	6.31E+00	6.28E+00	6.25E+00	6.20E+00	6.14E+00	6.07E+00	5.98E+00	5.89E+00	5.78E+00	5.66E+00	5.52E+00
NO2	7.50E-03	1.13E-02	1.80E-02	2.34E-02	2.77E-02	3.06E-02	3.24E-02	3.25E-02	3.24E-02	3.22E-02	3.19E-02	3.16E-02	3.12E-02	3.08E-02	3.03E-02	2.98E-02	2.91E-02	2.84E-02
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (LPG) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	3	

Total Start Emission of PLB (LPG) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Running Emission - Terminating and Bypass Public Light Buses

Average Travelling Distance within bus terminus =	16	m
Average Travelling Speed =	10	km/h

Hour	PLB (Diesel + LPG)										
	Frequency	Running Emission Factor (g/km·vehicle)					Running Emission (g)				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	6	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.17E-01	9.56E-02	2.17E-02	4.68E-03	4.30E-03
0700 - 0800	9	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.76E-01	1.43E-01	3.26E-02	7.01E-03	6.45E-03
0800 - 0900	13	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	2.54E-01	2.07E-01	4.71E-02	1.01E-02	9.32E-03
0900 - 1000	6	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.17E-01	9.56E-02	2.17E-02	4.68E-03	4.30E-03
1000 - 1100	5	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	9.78E-02	7.97E-02	1.81E-02	3.90E-03	3.58E-03
1100 - 1200	6	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.17E-01	9.56E-02	2.17E-02	4.68E-03	4.30E-03
1200 - 1300	7	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.37E-01	1.12E-01	2.54E-02	5.45E-03	5.02E-03
1300 - 1400	9	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.76E-01	1.43E-01	3.26E-02	7.01E-03	6.45E-03
1400 - 1500	8	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.57E-01	1.28E-01	2.90E-02	6.23E-03	5.73E-03
1500 - 1600	6	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.17E-01	9.56E-02	2.17E-02	4.68E-03	4.30E-03
1600 - 1700	6	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.17E-01	9.56E-02	2.17E-02	4.68E-03	4.30E-03
1700 - 1800	6	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.17E-01	9.56E-02	2.17E-02	4.68E-03	4.30E-03
1800 - 1900	8	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.57E-01	1.28E-01	2.90E-02	6.23E-03	5.73E-03
1900 - 2000	4	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	7.83E-02	6.38E-02	1.45E-02	3.12E-03	2.87E-03
2000 - 2100	6	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.17E-01	9.56E-02	2.17E-02	4.68E-03	4.30E-03
2100 - 2200	6	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.17E-01	9.56E-02	2.17E-02	4.68E-03	4.30E-03
2200 - 2300	6	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.17E-01	9.56E-02	2.17E-02	4.68E-03	4.30E-03
2300 - 2400	1	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.96E-02	1.59E-02	3.62E-03	7.79E-04	7.17E-04
Daily Total	118										

Idling Emission - Bypass Public Light Buses

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7	
Idling Time for Bypass Public Light Buses	8	min

Hour	PLB (Diesel)											PLB (LPG)										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.64E-02	9.86E-03	9.86E-03
0700 - 0800	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.04E+00	1.47E+00	5.72E-01	2.43E-02	2.43E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.64E-02	9.86E-03	9.86E-03
0800 - 0900	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.63E+00	1.89E+00	7.36E-01	3.12E-02	3.12E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.03E+01	1.02E+01	5.27E-02	1.97E-02	1.97E-02
0900 - 1000	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.32E-02	4.93E-03	4.93E-03
1000 - 1100	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.32E-02	4.93E-03	4.93E-03
1100 - 1200	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.64E-02	9.86E-03	9.86E-03
1200 - 1300	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.32E-02	4.93E-03	4.93E-03
1300 - 1400	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.32E-02	4.93E-03	4.93E-03
1400 - 1500	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.32E-02	4.93E-03	4.93E-03
1500 - 1600	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.32E-02	4.93E-03	4.93E-03
1600 - 1700	3	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.75E-01	6.30E-01	2.45E-01	1.04E-02	1.04E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.32E-02	4.93E-03	4.93E-03
1700 - 1800	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.32E-02	4.93E-03	4.93E-03
1800 - 1900	6	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.75E+00	1.26E+00	4.90E-01	2.08E-02	2.08E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.64E-02	9.86E-03	9.86E-03
1900 - 2000	2	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	5.84E-01	4.20E-01	1.63E-01	6.94E-03	6.94E-03	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.32E-02	4.93E-03	4.93E-03
2000 - 2100	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.64E-02	9.86E-03	9.86E-03
2100 - 2200	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.32E-02	4.93E-03	4.93E-03
2200 - 2300	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.64E-02	9.86E-03	9.86E-03
2300 - 2400	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.92E-01	2.10E-01	8.17E-02	3.47E-03	3.47E-03	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	76											26										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [8]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	6.43E+00	6.06E+00	3.75E-01	2.84E-02	2.80E-02	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
0700 - 0800	7.37E+00	6.74E+00	6.31E-01	4.12E-02	4.06E-02	2.05E-03	1.87E-03	1.75E-04	1.14E-05	1.13E-05
0800 - 0900	1.32E+01	1.23E+01	8.35E-01	6.11E-02	6.03E-02	3.66E-03	3.43E-03	2.32E-04	1.70E-05	1.67E-05
0900 - 1000	3.90E+00	3.52E+00	3.72E-01	2.39E-02	2.35E-02	1.08E-03	9.79E-04	1.03E-04	6.64E-06	6.54E-06
1000 - 1100	3.84E+00	3.48E+00	3.58E-01	2.27E-02	2.24E-02	1.07E-03	9.67E-04	9.95E-05	6.31E-06	6.22E-06
1100 - 1200	6.43E+00	6.06E+00	3.75E-01	2.84E-02	2.80E-02	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
1200 - 1300	3.98E+00	3.59E+00	3.95E-01	2.51E-02	2.47E-02	1.11E-03	9.97E-04	1.10E-04	6.98E-06	6.86E-06
1300 - 1400	4.55E+00	4.14E+00	4.15E-01	2.77E-02	2.72E-02	1.26E-03	1.15E-03	1.15E-04	7.70E-06	7.55E-06
1400 - 1500	4.35E+00	3.96E+00	3.92E-01	2.65E-02	2.60E-02	1.21E-03	1.10E-03	1.09E-04	7.37E-06	7.23E-06
1500 - 1600	3.90E+00	3.52E+00	3.72E-01	2.39E-02	2.35E-02	1.08E-03	9.79E-04	1.03E-04	6.64E-06	6.54E-06
1600 - 1700	4.03E+00	3.73E+00	2.93E-01	2.11E-02	2.07E-02	1.12E-03	1.04E-03	8.13E-05	5.85E-06	5.75E-06
1700 - 1800	3.90E+00	3.52E+00	3.72E-01	2.39E-02	2.35E-02	1.08E-03	9.79E-04	1.03E-04	6.64E-06	6.54E-06
1800 - 1900	7.06E+00	6.51E+00	5.46E-01	3.69E-02	3.64E-02	1.96E-03	1.81E-03	1.52E-04	1.03E-05	1.01E-05
1900 - 2000	3.27E+00	3.07E+00	2.01E-01	1.54E-02	1.52E-02	9.09E-04	8.53E-04	5.59E-05	4.28E-06	4.21E-06
2000 - 2100	6.43E+00	6.06E+00	3.75E-01	2.84E-02	2.80E-02	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
2100 - 2200	3.90E+00	3.53E+00	3.73E-01	2.39E-02	2.35E-02	1.08E-03	9.79E-04	1.04E-04	6.64E-06	6.54E-06
2200 - 2300	6.43E+00	6.06E+00	3.75E-01	2.84E-02	2.80E-02	1.79E-03	1.68E-03	1.04E-04	7.89E-06	7.79E-06
2300 - 2400	3.11E-01	2.26E-01	8.54E-02	4.25E-03	4.19E-03	8.65E-05	6.28E-05	2.37E-05	1.18E-06	1.16E-06
						max:	3.43E-03	2.32E-04	1.70E-05	1.67E-05

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.49	0.45	0.47	0.47
0.55	0.76	0.67	0.67
1.00	1.00	1.00	1.00
0.29	0.45	0.39	0.39
0.28	0.43	0.37	0.37
0.49	0.45	0.47	0.47
0.29	0.47	0.41	0.41
0.34	0.50	0.45	0.45
0.32	0.47	0.43	0.43
0.29	0.45	0.39	0.39
0.30	0.35	0.34	0.34
0.29	0.45	0.39	0.39
0.53	0.65	0.60	0.60
0.25	0.24	0.25	0.25
0.49	0.45	0.47	0.47
0.29	0.45	0.39	0.39
0.49	0.45	0.47	0.47
0.02	0.10	0.07	0.07

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of PLB (g) + Hot Idling Emission of PLB (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for LPG PLB

[4] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 150m]

Minimum value = 0 g

[7] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 150m]

Minimum value = 0 g

[8] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[9] The no. of trips are based on the information collected during the traffic surveys conducted by the traffic consultant.

[10] The idling times are based on the information collected during the traffic surveys conducted by the traffic consultant.

Ashley Road Public Light Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 4th Quarter

Temperature: 12 °C

Relative Humidity: 18 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																	
NOx	5.66E-02	1.02E-01	1.36E-01	1.93E-01	2.38E-01	3.17E-01	4.64E-01	5.78E-01	8.49E-01	1.11E+00	1.25E+00	1.47E+00	1.62E+00	1.70E+00	1.74E+00	1.79E+00	1.81E+00	1.81E+00
NO	4.07E-02	7.34E-02	9.79E-02	1.39E-01	1.71E-01	2.28E-01	3.34E-01	4.16E-01	6.11E-01	7.99E-01	8.97E-01	1.06E+00	1.17E+00	1.22E+00	1.26E+00	1.29E+00	1.30E+00	1.30E+00
NO2	1.59E-02	2.85E-02	3.80E-02	5.39E-02	6.66E-02	8.88E-02	1.30E-01	1.62E-01	2.38E-01	3.11E-01	3.49E-01	4.12E-01	4.53E-01	4.76E-01	4.88E-01	5.01E-01	5.07E-01	5.07E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (Diesel) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	13

Total Start Emission of PLB (Diesel) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1.36E-01	9.79E-02	3.80E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
8.95E-01	6.44E-01	2.51E-01	0.00E+00	0.00E+00
8.38E-01	6.03E-01	2.35E-01	0.00E+00	0.00E+00
1.93E-01	1.39E-01	5.39E-02	0.00E+00	0.00E+00
1.02E-01	7.34E-02	2.85E-02	0.00E+00	0.00E+00
1.02E-01	7.34E-02	2.85E-02	0.00E+00	0.00E+00
1.02E-01	7.34E-02	2.85E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
5.66E-02	4.07E-02	1.59E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3.17E-01	2.28E-01	8.88E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	PLB (Diesel)										PLB (Diesel)									
	Frequenc	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequenc	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	y	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	y	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1000 - 1100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	1	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	6.00E-02	4.32E-02	1.68E-02	4.33E-04	4.33E-04	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1300 - 1400	1	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	6.00E-02	4.32E-02	1.68E-02	4.33E-04	4.33E-04	2	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04
1400 - 1500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04
1500 - 1600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1600 - 1700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1700 - 1800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
1800 - 1900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
2000 - 2100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04
2200 - 2300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	2											11										

Average Distance from Starting Place to Egress =	8	m
Average Spread Distance outside bus terminus =	692	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [4]					Adjusted Start Emission outside bus terminus (g) [5]					Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	1.14E-03	8.19E-04	3.18E-04	0.00E+00	0.00E+00	9.83E-02	7.08E-02	2.75E-02	0.00E+00	0.00E+00	2.73E-05	1.97E-05	7.63E-06	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	9.65E-02	6.94E-02	2.70E-02	8.67E-04	8.67E-04	9.65E-02	6.94E-02	2.70E-02	8.67E-04	8.67E-04	9.12E-03	6.57E-03	2.55E-03	0.00E+00	0.00E+00	7.89E-01	5.68E-01	2.21E-01	0.00E+00	0.00E+00	2.19E-04	1.58E-04	6.14E-05	0.00E+00	0.00E+00
1300 - 1400	1.33E-01	9.57E-02	3.72E-02	1.30E-03	1.30E-03	1.33E-01	9.57E-02	3.72E-02	1.30E-03	1.30E-03	8.06E-03	5.80E-03	2.26E-03	0.00E+00	0.00E+00	6.97E-01	5.02E-01	1.95E-01	0.00E+00	0.00E+00	1.94E-04	1.39E-04	5.42E-05	0.00E+00	0.00E+00
1400 - 1500	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04	7.29E-02	5.25E-02	2.04E-02	8.67E-04	8.67E-04	1.37E-03	9.84E-04	3.83E-04	0.00E+00	0.00E+00	1.18E-01	8.51E-02	3.31E-02	0.00E+00	0.00E+00	3.28E-05	2.36E-05	9.20E-06	0.00E+00	0.00E+00
1500 - 1600	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	7.48E-04	5.39E-04	2.09E-04	0.00E+00	0.00E+00	6.47E-02	4.66E-02	1.81E-02	0.00E+00	0.00E+00	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1600 - 1700	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	7.48E-04	5.39E-04	2.09E-04	0.00E+00	0.00E+00	6.47E-02	4.66E-02	1.81E-02	0.00E+00	0.00E+00	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1700 - 1800	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	7.48E-04	5.39E-04	2.09E-04	0.00E+00	0.00E+00	6.47E-02	4.66E-02	1.81E-02	0.00E+00	0.00E+00	1.80E-05	1.29E-05	5.02E-06	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	2.30E-04	1.65E-04	6.51E-05	0.00E+00	0.00E+00	1.99E-02	1.43E-02	5.63E-03	0.00E+00	0.00E+00	5.53E-06	3.97E-06	1.56E-06	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.65E-02	2.62E-02	1.02E-02	4.33E-04	4.33E-04	3.21E-03	2.31E-03	8.98E-04	0.00E+00	0.00E+00	2.77E-01	2.00E-01	7.77E-02	0.00E+00	0.00E+00	7.71E-05	5.55E-05	2.16E-05	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (LPG) Start Emission Factor (g/trip)																	
NOx	1.66E+00	2.51E+00	3.99E+00	5.20E+00	6.13E+00	6.79E+00	7.17E+00	7.31E+00	7.29E+00	7.25E+00	7.19E+00	7.12E+00	7.04E+00	6.94E+00	6.83E+00	6.70E+00	6.56E+00	6.41E+00
NO	1.66E+00	2.50E+00	3.97E+00	5.17E+00	6.10E+00	6.75E+00	7.14E+00	7.28E+00	7.25E+00	7.21E+00	7.15E+00	7.09E+00	7.00E+00	6.90E+00	6.79E+00	6.67E+00	6.53E+00	6.37E+00
NO2	8.50E-03	1.28E-02	2.04E-02	2.66E-02	3.14E-02	3.48E-02	3.67E-02	3.75E-02	3.73E-02	3.71E-02	3.68E-02	3.65E-02	3.61E-02	3.56E-02	3.50E-02	3.43E-02	3.36E-02	3.28E-02
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (LPG) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	3	

Total Start Emission of PLB (LPG) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
3.99E+00	3.97E+00	2.04E-02	0.00E+00	0.00E+00
1.66E+00	1.66E+00	8.50E-03	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2.51E+00	2.50E+00	1.28E-02	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	1	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	PLB (LPG)											PLB (LPG)										
	Frequenc	**Cold Idling Emission Factor (g/s)**					**Cold Idling Emission (g) [1]**					**Frequenc**	**Hot Idling Emission Factor (g/s)**					**Hot Idling Emission (g) [1]**				
	y	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**y**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	3.22E-01	3.20E-01	1.63E-03	6.16E-04	6.16E-04
1400 - 1500	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	3.22E-01	3.20E-01	1.63E-03	6.16E-04	6.16E-04
1500 - 1600	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	3.22E-01	3.20E-01	1.63E-03	6.16E-04	6.16E-04
1700 - 1800	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											3										

Average Distance from Starting Place to Egress =	8	m
Average Spread Distance outside bus terminus =	142	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [6]					Adjusted Start Emission outside bus terminus (g) [7]					Start Emission Rate outside bus terminus (g/s)				
	NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	3.22E-01	3.20E-01	1.63E-03	6.16E-04	6.16E-04	3.22E-01	3.20E-01	1.63E-03	6.16E-04	6.16E-04	1.96E-01	1.95E-01	1.00E-03	0.00E+00	0.00E+00	3.47E+00	3.45E+00	1.78E-02	0.00E+00	0.00E+00	9.64E-04	9.60E-04	4.93E-06	0.00E+00	0.00E+00
1400 - 1500	3.22E-01	3.20E-01	1.63E-03	6.16E-04	6.16E-04	3.22E-01	3.20E-01	1.63E-03	6.16E-04	6.16E-04	7.16E-02	7.13E-02	3.66E-04	0.00E+00	0.00E+00	1.27E+00	1.26E+00	6.50E-03	0.00E+00	0.00E+00	3.53E-04	3.51E-04	1.81E-06	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	3.22E-01	3.20E-01	1.63E-03	6.16E-04	6.16E-04	3.22E-01	3.20E-01	1.63E-03	6.16E-04	6.16E-04	1.17E-01	1.16E-01	5.95E-04	0.00E+00	0.00E+00	2.07E+00	2.06E+00	1.06E-02	0.00E+00	0.00E+00	5.75E-04	5.72E-04	2.94E-06	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Running Emission - Terminating and Bypass Public Light Buses

Average Travelling Distance within bus terminus =	16	m
Average Travelling Speed =	10	km/h

Hour	PLB (Diesel + LPG)										
	Frequency	Running Emission Factor (g/km·vehicle)					Running Emission (g)				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	6	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.29E-01	1.06E-01	2.28E-02	4.68E-03	4.30E-03
0700 - 0800	9	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.93E-01	1.59E-01	3.43E-02	7.01E-03	6.45E-03
0800 - 0900	13	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	2.79E-01	2.29E-01	4.95E-02	1.01E-02	9.32E-03
0900 - 1000	6	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.29E-01	1.06E-01	2.28E-02	4.68E-03	4.30E-03
1000 - 1100	5	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.07E-01	8.82E-02	1.90E-02	3.90E-03	3.58E-03
1100 - 1200	6	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.29E-01	1.06E-01	2.28E-02	4.68E-03	4.30E-03
1200 - 1300	7	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.50E-01	1.23E-01	2.66E-02	5.45E-03	5.02E-03
1300 - 1400	9	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.93E-01	1.59E-01	3.43E-02	7.01E-03	6.45E-03
1400 - 1500	8	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.72E-01	1.41E-01	3.05E-02	6.23E-03	5.73E-03
1500 - 1600	6	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.29E-01	1.06E-01	2.28E-02	4.68E-03	4.30E-03
1600 - 1700	6	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.29E-01	1.06E-01	2.28E-02	4.68E-03	4.30E-03
1700 - 1800	6	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.29E-01	1.06E-01	2.28E-02	4.68E-03	4.30E-03
1800 - 1900	8	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.72E-01	1.41E-01	3.05E-02	6.23E-03	5.73E-03
1900 - 2000	4	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	8.58E-02	7.06E-02	1.52E-02	3.12E-03	2.87E-03
2000 - 2100	6	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.29E-01	1.06E-01	2.28E-02	4.68E-03	4.30E-03
2100 - 2200	6	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.29E-01	1.06E-01	2.28E-02	4.68E-03	4.30E-03
2200 - 2300	6	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.29E-01	1.06E-01	2.28E-02	4.68E-03	4.30E-03
2300 - 2400	1	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	2.14E-02	1.76E-02	3.81E-03	7.79E-04	7.17E-04
Daily Total	118										

Idling Emission - Bypass Public Light Buses

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7	
Idling Time for Bypass Public Light Buses	8	min

Hour	PLB (Diesel)										PLB (LPG)									
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.62E-02	9.86E-03	9.86E-03
0700 - 0800	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.04E+00	1.47E+00	5.72E-01	2.43E-02	2.43E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.62E-02	9.86E-03	9.86E-03
0800 - 0900	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.63E+00	1.89E+00	7.35E-01	3.12E-02	3.12E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.03E+01	1.02E+01	5.23E-02	1.97E-02	1.97E-02
0900 - 1000	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1000 - 1100	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1100 - 1200	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.62E-02	9.86E-03	9.86E-03
1200 - 1300	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1300 - 1400	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1400 - 1500	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1500 - 1600	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1600 - 1700	3	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.75E-01	6.30E-01	2.45E-01	1.04E-02	1.04E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1700 - 1800	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
1800 - 1900	6	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.75E+00	1.26E+00	4.90E-01	2.08E-02	2.08E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.62E-02	9.86E-03	9.86E-03
1900 - 2000	2	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	5.84E-01	4.20E-01	1.63E-01	6.94E-03	6.94E-03	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
2000 - 2100	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.62E-02	9.86E-03	9.86E-03
2100 - 2200	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.57E+00	2.56E+00	1.31E-02	4.93E-03	4.93E-03
2200 - 2300	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.17E+00	8.40E-01	3.27E-01	1.39E-02	1.39E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	5.15E+00	5.12E+00	2.62E-02	9.86E-03	9.86E-03
2300 - 2400	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.92E-01	2.10E-01	8.17E-02	3.47E-03	3.47E-03	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	76											26										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [8]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	6.44E+00	6.07E+00	3.76E-01	2.84E-02	2.80E-02	1.79E-03	1.69E-03	1.04E-04	7.89E-06	7.79E-06
0700 - 0800	7.38E+00	6.75E+00	6.32E-01	4.12E-02	4.06E-02	2.05E-03	1.88E-03	1.76E-04	1.14E-05	1.13E-05
0800 - 0900	1.32E+01	1.24E+01	8.37E-01	6.11E-02	6.03E-02	3.67E-03	3.43E-03	2.33E-04	1.70E-05	1.67E-05
0900 - 1000	3.91E+00	3.53E+00	3.73E-01	2.39E-02	2.35E-02	1.09E-03	9.82E-04	1.04E-04	6.64E-06	6.54E-06
1000 - 1100	3.85E+00	3.49E+00	3.59E-01	2.27E-02	2.24E-02	1.07E-03	9.69E-04	9.97E-05	6.31E-06	6.22E-06
1100 - 1200	6.44E+00	6.07E+00	3.76E-01	2.84E-02	2.80E-02	1.79E-03	1.69E-03	1.04E-04	7.89E-06	7.79E-06
1200 - 1300	4.00E+00	3.60E+00	3.96E-01	2.51E-02	2.47E-02	1.11E-03	1.00E-03	1.10E-04	6.98E-06	6.86E-06
1300 - 1400	4.59E+00	4.18E+00	4.16E-01	2.77E-02	2.72E-02	1.28E-03	1.16E-03	1.16E-04	7.70E-06	7.55E-06
1400 - 1500	4.38E+00	3.99E+00	3.93E-01	2.65E-02	2.60E-02	1.22E-03	1.11E-03	1.09E-04	7.37E-06	7.23E-06
1500 - 1600	3.91E+00	3.53E+00	3.73E-01	2.39E-02	2.35E-02	1.09E-03	9.82E-04	1.04E-04	6.64E-06	6.54E-06
1600 - 1700	4.05E+00	3.76E+00	2.94E-01	2.11E-02	2.07E-02	1.13E-03	1.04E-03	8.16E-05	5.85E-06	5.75E-06
1700 - 1800	3.91E+00	3.53E+00	3.73E-01	2.39E-02	2.35E-02	1.09E-03	9.82E-04	1.04E-04	6.64E-06	6.54E-06
1800 - 1900	7.07E+00	6.52E+00	5.47E-01	3.69E-02	3.64E-02	1.96E-03	1.81E-03	1.52E-04	1.03E-05	1.01E-05
1900 - 2000	3.28E+00	3.08E+00	2.02E-01	1.54E-02	1.52E-02	9.11E-04	8.55E-04	5.61E-05	4.28E-06	4.21E-06
2000 - 2100	6.44E+00	6.07E+00	3.76E-01	2.84E-02	2.80E-02	1.79E-03	1.69E-03	1.04E-04	7.89E-06	7.79E-06
2100 - 2200	3.91E+00	3.54E+00	3.74E-01	2.39E-02	2.35E-02	1.09E-03	9.82E-04	1.04E-04	6.64E-06	6.54E-06
2200 - 2300	6.44E+00	6.07E+00	3.76E-01	2.84E-02	2.80E-02	1.79E-03	1.69E-03	1.04E-04	7.89E-06	7.79E-06
2300 - 2400	3.13E-01	2.28E-01	8.55E-02	4.25E-03	4.19E-03	8.70E-05	6.33E-05	2.38E-05	1.18E-06	1.16E-06
						max:	3.43E-03	2.33E-04	1.70E-05	1.67E-05

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.49	0.45	0.47	0.47
0.55	0.76	0.67	0.67
1.00	1.00	1.00	1.00
0.29	0.45	0.39	0.39
0.28	0.43	0.37	0.37
0.49	0.45	0.47	0.47
0.29	0.47	0.41	0.41
0.34	0.50	0.45	0.45
0.32	0.47	0.43	0.43
0.29	0.45	0.39	0.39
0.30	0.35	0.34	0.34
0.29	0.45	0.39	0.39
0.53	0.65	0.60	0.60
0.25	0.24	0.25	0.25
0.49	0.45	0.47	0.47
0.29	0.45	0.39	0.39
0.49	0.45	0.47	0.47
0.02	0.10	0.07	0.07

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of PLB (g) + Hot Idling Emission of PLB (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for LPG PLB

[4] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 150m]

Minimum value = 0 g

[7] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 150m]

Minimum value = 0 g

[8] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[9] The no. of trips are based on the information collected during the traffic surveys conducted by the traffic consultant.

[10] The idling times are based on the information collected during the traffic surveys conducted by the traffic consultant.

Hankow Road Public Light Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 1st Quarter

Temperature: 13 °C

Relative Humidity: 32 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																	
NOx	5.66E-02	1.02E-01	1.36E-01	1.93E-01	2.38E-01	3.17E-01	4.64E-01	5.78E-01	8.49E-01	1.11E+00	1.25E+00	1.47E+00	1.62E+00	1.70E+00	1.74E+00	1.79E+00	1.81E+00	1.81E+00
NO	4.07E-02	7.34E-02	9.79E-02	1.39E-01	1.71E-01	2.28E-01	3.34E-01	4.16E-01	6.11E-01	7.99E-01	8.97E-01	1.06E+00	1.17E+00	1.22E+00	1.26E+00	1.29E+00	1.30E+00	1.30E+00
NO2	1.59E-02	2.85E-02	3.80E-02	5.39E-02	6.66E-02	8.88E-02	1.30E-01	1.62E-01	2.38E-01	3.11E-01	3.49E-01	4.12E-01	4.53E-01	4.76E-01	4.88E-01	5.01E-01	5.07E-01	5.07E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (Diesel) [9]																
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	0	

Total Start Emission of PLB (Diesel) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (LPG) Start Emission Factor (g/trip)																	
NOx	1.65E+00	2.48E+00	3.95E+00	5.14E+00	6.06E+00	6.72E+00	7.10E+00	7.23E+00	7.20E+00	7.16E+00	7.11E+00	7.04E+00	6.95E+00	6.86E+00	6.75E+00	6.62E+00	6.48E+00	6.33E+00
NO	1.64E+00	2.47E+00	3.93E+00	5.11E+00	6.03E+00	6.68E+00	7.06E+00	7.19E+00	7.16E+00	7.12E+00	7.07E+00	7.00E+00	6.92E+00	6.82E+00	6.71E+00	6.59E+00	6.45E+00	6.30E+00
NO2	8.40E-03	1.27E-02	2.02E-02	2.63E-02	3.11E-02	3.44E-02	3.64E-02	3.70E-02	3.69E-02	3.67E-02	3.64E-02	3.61E-02	3.56E-02	3.51E-02	3.46E-02	3.39E-02	3.32E-02	3.24E-02
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (LPG) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	0	

Total Start Emission of PLB (LPG) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	0	min
Max. Idling Time for Adjusting Start Emission =	0	min

Hour	PLB (LPG)											PLB (LPG)										
	Frequency	**Cold Idling Emission Factor (g/s)**					**Cold Idling Emission (g) [1]**					**Frequency**	**Hot Idling Emission Factor (g/s)**					**Hot Idling Emission (g) [1]**				
		NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**		**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											0										

Average Distance from Starting Place to Egress =	10	m
Average Spread Distance outside bus terminus =	140	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [6]					Adjusted Start Emission outside bus terminus (g) [7]					Start Emission Rate outside bus terminus (g/s)				
	NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Running Emission - Terminating and Bypass Public Light Buses

Average Travelling Distance within bus terminus =	20	m
Average Travelling Speed =	10	km/h

Hour	PLB (Diesel + LPG)										
	Frequency	Running Emission Factor (g/km·vehicle)					Running Emission (g)				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	7	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.82E-01	1.50E-01	3.26E-02	6.82E-03	6.27E-03
0700 - 0800	7	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.82E-01	1.50E-01	3.26E-02	6.82E-03	6.27E-03
0800 - 0900	11	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	2.86E-01	2.35E-01	5.12E-02	1.07E-02	9.86E-03
0900 - 1000	13	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	3.38E-01	2.78E-01	6.05E-02	1.27E-02	1.16E-02
1000 - 1100	13	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	3.38E-01	2.78E-01	6.05E-02	1.27E-02	1.16E-02
1100 - 1200	12	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	3.12E-01	2.56E-01	5.58E-02	1.17E-02	1.08E-02
1200 - 1300	11	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	2.86E-01	2.35E-01	5.12E-02	1.07E-02	9.86E-03
1300 - 1400	23	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	5.98E-01	4.91E-01	1.07E-01	2.24E-02	2.06E-02
1400 - 1500	16	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	4.16E-01	3.42E-01	7.44E-02	1.56E-02	1.43E-02
1500 - 1600	13	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	3.38E-01	2.78E-01	6.05E-02	1.27E-02	1.16E-02
1600 - 1700	14	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	3.64E-01	2.99E-01	6.51E-02	1.36E-02	1.25E-02
1700 - 1800	15	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	3.90E-01	3.20E-01	6.98E-02	1.46E-02	1.34E-02
1800 - 1900	15	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	3.90E-01	3.20E-01	6.98E-02	1.46E-02	1.34E-02
1900 - 2000	13	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	3.38E-01	2.78E-01	6.05E-02	1.27E-02	1.16E-02
2000 - 2100	13	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	3.38E-01	2.78E-01	6.05E-02	1.27E-02	1.16E-02
2100 - 2200	14	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	3.64E-01	2.99E-01	6.51E-02	1.36E-02	1.25E-02
2200 - 2300	11	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	2.86E-01	2.35E-01	5.12E-02	1.07E-02	9.86E-03
2300 - 2400	6	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.56E-01	1.28E-01	2.79E-02	5.84E-03	5.38E-03
Daily Total	227										

Idling Emission - Bypass Public Light Buses

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7	
Idling Time for Bypass Public Light Buses	10	min

Hour	PLB (Diesel)											PLB (LPG)										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.79E+00	1.29E+00	5.01E-01	2.13E-02	2.13E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	6.31E+00	6.28E+00	3.21E-02	1.21E-02	1.21E-02
0700 - 0800	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.79E+00	1.29E+00	5.01E-01	2.13E-02	2.13E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	6.31E+00	6.28E+00	3.21E-02	1.21E-02	1.21E-02
0800 - 0900	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.86E+00	2.06E+00	8.01E-01	3.40E-02	3.40E-02	3	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.81E-02	1.81E-02	1.81E-02
0900 - 1000	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1000 - 1100	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1100 - 1200	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	3	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.81E-02	1.81E-02	1.81E-02
1200 - 1300	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.86E+00	2.06E+00	8.01E-01	3.40E-02	3.40E-02	3	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.81E-02	1.81E-02	1.81E-02
1300 - 1400	17	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.08E+00	4.38E+00	1.70E+00	7.23E-02	7.23E-02	6	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.89E+01	1.88E+01	9.62E-02	3.62E-02	3.62E-02
1400 - 1500	12	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	4.29E+00	3.09E+00	1.20E+00	5.10E-02	5.10E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1500 - 1600	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1600 - 1700	10	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.58E+00	2.57E+00	1.00E+00	4.25E-02	4.25E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1700 - 1800	11	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.93E+00	2.83E+00	1.10E+00	4.68E-02	4.68E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1800 - 1900	11	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.93E+00	2.83E+00	1.10E+00	4.68E-02	4.68E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1900 - 2000	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
2000 - 2100	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
2100 - 2200	10	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.58E+00	2.57E+00	1.00E+00	4.25E-02	4.25E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
2200 - 2300	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.86E+00	2.06E+00	8.01E-01	3.40E-02	3.40E-02	3	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.81E-02	1.81E-02	1.81E-02
2300 - 2400	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.43E+00	1.03E+00	4.00E-01	1.70E-02	1.70E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	6.31E+00	6.28E+00	3.21E-02	1.21E-02	1.21E-02
Daily Total	163											64										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [8]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	8.28E+00	7.71E+00	5.65E-01	4.02E-02	3.96E-02	2.30E-03	2.14E-03	1.57E-04	1.12E-05	1.10E-05
0700 - 0800	8.28E+00	7.71E+00	5.65E-01	4.02E-02	3.96E-02	2.30E-03	2.14E-03	1.57E-04	1.12E-05	1.10E-05
0800 - 0900	1.26E+01	1.17E+01	9.00E-01	6.28E-02	6.20E-02	3.50E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
0900 - 1000	1.62E+01	1.51E+01	1.03E+00	7.51E-02	7.41E-02	4.49E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
1000 - 1100	1.62E+01	1.51E+01	1.03E+00	7.51E-02	7.41E-02	4.49E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
1100 - 1200	1.30E+01	1.20E+01	1.01E+00	6.81E-02	6.71E-02	3.61E-03	3.33E-03	2.79E-04	1.89E-05	1.86E-05
1200 - 1300	1.26E+01	1.17E+01	9.00E-01	6.28E-02	6.20E-02	3.50E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
1300 - 1400	2.56E+01	2.37E+01	1.91E+00	1.31E-01	1.29E-01	7.11E-03	6.58E-03	5.29E-04	3.64E-05	3.59E-05
1400 - 1500	1.73E+01	1.60E+01	1.34E+00	9.08E-02	8.95E-02	4.81E-03	4.44E-03	3.72E-04	2.52E-05	2.49E-05
1500 - 1600	1.62E+01	1.51E+01	1.03E+00	7.51E-02	7.41E-02	4.49E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
1600 - 1700	1.66E+01	1.54E+01	1.13E+00	8.03E-02	7.92E-02	4.60E-03	4.29E-03	3.14E-04	2.23E-05	2.20E-05
1700 - 1800	1.69E+01	1.57E+01	1.24E+00	8.55E-02	8.44E-02	4.71E-03	4.36E-03	3.43E-04	2.38E-05	2.34E-05
1800 - 1900	1.69E+01	1.57E+01	1.24E+00	8.55E-02	8.44E-02	4.71E-03	4.36E-03	3.43E-04	2.38E-05	2.34E-05
1900 - 2000	1.62E+01	1.51E+01	1.03E+00	7.51E-02	7.41E-02	4.49E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
2000 - 2100	1.62E+01	1.51E+01	1.03E+00	7.51E-02	7.41E-02	4.49E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
2100 - 2200	1.66E+01	1.54E+01	1.13E+00	8.03E-02	7.92E-02	4.60E-03	4.29E-03	3.14E-04	2.23E-05	2.20E-05
2200 - 2300	1.26E+01	1.17E+01	9.00E-01	6.28E-02	6.20E-02	3.50E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
2300 - 2400	7.89E+00	7.43E+00	4.60E-01	3.49E-02	3.45E-02	2.19E-03	2.07E-03	1.28E-04	9.70E-06	9.57E-06
						max:	6.58E-03	5.29E-04	3.64E-05	3.59E-05

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.33	0.30	0.31	0.31
0.33	0.30	0.31	0.31
0.49	0.47	0.48	0.48
0.64	0.54	0.57	0.57
0.64	0.54	0.57	0.57
0.51	0.53	0.52	0.52
0.49	0.47	0.48	0.48
1.00	1.00	1.00	1.00
0.67	0.70	0.69	0.69
0.64	0.54	0.57	0.57
0.65	0.59	0.61	0.61
0.66	0.65	0.65	0.65
0.66	0.65	0.65	0.65
0.64	0.54	0.57	0.57
0.64	0.54	0.57	0.57
0.65	0.59	0.61	0.61
0.49	0.47	0.48	0.48
0.31	0.24	0.27	0.27

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of PLB (g) + Hot Idling Emission of PLB (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for LPG PLB

[4] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 150m]

Minimum value = 0 g

[7] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 150m]

Minimum value = 0 g

[8] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[9] The no. of trips are based on the information collected during the traffic surveys conducted by the traffic consultant.

[10] The idling times are based on the information collected during the traffic surveys conducted by the traffic consultant.

Hankow Road Public Light Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 2nd Quarter

Temperature: 20 °C

Relative Humidity: 47 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																	
NOx	5.66E-02	1.02E-01	1.36E-01	1.93E-01	2.38E-01	3.17E-01	4.64E-01	5.78E-01	8.49E-01	1.11E+00	1.25E+00	1.47E+00	1.62E+00	1.70E+00	1.74E+00	1.79E+00	1.81E+00	1.81E+00
NO	4.07E-02	7.34E-02	9.79E-02	1.39E-01	1.71E-01	2.28E-01	3.34E-01	4.16E-01	6.11E-01	7.99E-01	8.97E-01	1.06E+00	1.17E+00	1.22E+00	1.26E+00	1.29E+00	1.30E+00	1.30E+00
NO2	1.59E-02	2.85E-02	3.80E-02	5.39E-02	6.66E-02	8.88E-02	1.30E-01	1.62E-01	2.38E-01	3.11E-01	3.49E-01	4.12E-01	4.53E-01	4.76E-01	4.88E-01	5.01E-01	5.07E-01	5.07E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (Diesel) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	0

Total Start Emission of PLB (Diesel) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:

[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.

[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	0	min
Max. Idling Time for Adjusting Start Emission =	0	min

Hour	PLB (Diesel)											PLB (Diesel)										
	Frequenc	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequenc	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	y	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	y	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											0										

Average Distance from Starting Place to Egress =	10	m
Average Spread Distance outside bus terminus =	690	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [4]					Adjusted Start Emission outside bus terminus (g) [5]					Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (LPG) Start Emission Factor (g/trip)																	
NOx	1.53E+00	2.30E+00	3.66E+00	4.77E+00	5.63E+00	6.23E+00	6.58E+00	6.64E+00	6.62E+00	6.58E+00	6.53E+00	6.47E+00	6.39E+00	6.30E+00	6.20E+00	6.09E+00	5.96E+00	5.82E+00
NO	1.52E+00	2.29E+00	3.64E+00	4.75E+00	5.60E+00	6.20E+00	6.55E+00	6.61E+00	6.58E+00	6.55E+00	6.50E+00	6.43E+00	6.36E+00	6.27E+00	6.17E+00	6.05E+00	5.93E+00	5.79E+00
NO2	7.80E-03	1.18E-02	1.88E-02	2.44E-02	2.88E-02	3.19E-02	3.37E-02	3.40E-02	3.39E-02	3.37E-02	3.35E-02	3.31E-02	3.27E-02	3.23E-02	3.18E-02	3.12E-02	3.05E-02	2.98E-02
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (LPG) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	0	

Total Start Emission of PLB (LPG) (g)				
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	0	min
Max. Idling Time for Adjusting Start Emission =	0	min

Hour	PLB (LPG)											PLB (LPG)										
	Frequency	**Cold Idling Emission Factor (g/s)**					**Cold Idling Emission (g) [1]**					**Frequency**	**Hot Idling Emission Factor (g/s)**					**Hot Idling Emission (g) [1]**				
		NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**		**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											0										

Average Distance from Starting Place to Egress =	10	m
Average Spread Distance outside bus terminus =	140	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [6]					Adjusted Start Emission outside bus terminus (g) [7]					Start Emission Rate outside bus terminus (g/s)				
	NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Running Emission - Terminating and Bypass Public Light Buses

Average Travelling Distance within bus terminus =	20	m
Average Travelling Speed =	10	km/h

Hour	PLB (Diesel + LPG)										
	Frequency	Running Emission Factor (g/km·vehicle)					Running Emission (g)				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	7	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.65E-01	1.34E-01	3.05E-02	6.82E-03	6.27E-03
0700 - 0800	7	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.65E-01	1.34E-01	3.05E-02	6.82E-03	6.27E-03
0800 - 0900	11	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	2.59E-01	2.11E-01	4.79E-02	1.07E-02	9.86E-03
0900 - 1000	13	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	3.06E-01	2.49E-01	5.66E-02	1.27E-02	1.16E-02
1000 - 1100	13	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	3.06E-01	2.49E-01	5.66E-02	1.27E-02	1.16E-02
1100 - 1200	12	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	2.82E-01	2.30E-01	5.23E-02	1.17E-02	1.08E-02
1200 - 1300	11	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	2.59E-01	2.11E-01	4.79E-02	1.07E-02	9.86E-03
1300 - 1400	23	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	5.41E-01	4.41E-01	1.00E-01	2.24E-02	2.06E-02
1400 - 1500	16	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	3.77E-01	3.07E-01	6.97E-02	1.56E-02	1.43E-02
1500 - 1600	13	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	3.06E-01	2.49E-01	5.66E-02	1.27E-02	1.16E-02
1600 - 1700	14	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	3.30E-01	2.69E-01	6.10E-02	1.36E-02	1.25E-02
1700 - 1800	15	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	3.53E-01	2.88E-01	6.53E-02	1.46E-02	1.34E-02
1800 - 1900	15	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	3.53E-01	2.88E-01	6.53E-02	1.46E-02	1.34E-02
1900 - 2000	13	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	3.06E-01	2.49E-01	5.66E-02	1.27E-02	1.16E-02
2000 - 2100	13	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	3.06E-01	2.49E-01	5.66E-02	1.27E-02	1.16E-02
2100 - 2200	14	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	3.30E-01	2.69E-01	6.10E-02	1.36E-02	1.25E-02
2200 - 2300	11	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	2.59E-01	2.11E-01	4.79E-02	1.07E-02	9.86E-03
2300 - 2400	6	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.41E-01	1.15E-01	2.61E-02	5.84E-03	5.38E-03
Daily Total	227										

Idling Emission - Bypass Public Light Buses

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7	
Idling Time for Bypass Public Light Buses	10	min

Hour	PLB (Diesel)										PLB (LPG)									
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.79E+00	1.29E+00	5.01E-01	2.13E-02	2.13E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	6.31E+00	6.28E+00	3.22E-02	1.21E-02	1.21E-02
0700 - 0800	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.79E+00	1.29E+00	5.01E-01	2.13E-02	2.13E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	6.31E+00	6.28E+00	3.22E-02	1.21E-02	1.21E-02
0800 - 0900	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.86E+00	2.06E+00	8.01E-01	3.40E-02	3.40E-02	3	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.83E-02	1.81E-02	1.81E-02
0900 - 1000	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.44E-02	2.42E-02	2.42E-02
1000 - 1100	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.44E-02	2.42E-02	2.42E-02
1100 - 1200	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	3	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.83E-02	1.81E-02	1.81E-02
1200 - 1300	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.86E+00	2.06E+00	8.01E-01	3.40E-02	3.40E-02	3	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.83E-02	1.81E-02	1.81E-02
1300 - 1400	17	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.08E+00	4.38E+00	1.70E+00	7.23E-02	7.23E-02	6	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.89E+01	1.88E+01	9.67E-02	3.62E-02	3.62E-02
1400 - 1500	12	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	4.29E+00	3.09E+00	1.20E+00	5.10E-02	5.10E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.44E-02	2.42E-02	2.42E-02
1500 - 1600	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.44E-02	2.42E-02	2.42E-02
1600 - 1700	10	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.58E+00	2.57E+00	1.00E+00	4.25E-02	4.25E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.44E-02	2.42E-02	2.42E-02
1700 - 1800	11	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.93E+00	2.83E+00	1.10E+00	4.68E-02	4.68E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.44E-02	2.42E-02	2.42E-02
1800 - 1900	11	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.93E+00	2.83E+00	1.10E+00	4.68E-02	4.68E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.44E-02	2.42E-02	2.42E-02
1900 - 2000	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.44E-02	2.42E-02	2.42E-02
2000 - 2100	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.44E-02	2.42E-02	2.42E-02
2100 - 2200	10	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.58E+00	2.57E+00	1.00E+00	4.25E-02	4.25E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.44E-02	2.42E-02	2.42E-02
2200 - 2300	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.86E+00	2.06E+00	8.01E-01	3.40E-02	3.40E-02	3	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.83E-02	1.81E-02	1.81E-02
2300 - 2400	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.43E+00	1.03E+00	4.00E-01	1.70E-02	1.70E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	6.31E+00	6.28E+00	3.22E-02	1.21E-02	1.21E-02
Daily Total	163											64										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [8]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	8.26E+00	7.70E+00	5.63E-01	4.02E-02	3.96E-02	2.29E-03	2.14E-03	1.56E-04	1.12E-05	1.10E-05
0700 - 0800	8.26E+00	7.70E+00	5.63E-01	4.02E-02	3.96E-02	2.29E-03	2.14E-03	1.56E-04	1.12E-05	1.10E-05
0800 - 0900	1.26E+01	1.17E+01	8.97E-01	6.28E-02	6.20E-02	3.50E-03	3.25E-03	2.49E-04	1.75E-05	1.72E-05
0900 - 1000	1.61E+01	1.51E+01	1.02E+00	7.51E-02	7.41E-02	4.48E-03	4.20E-03	2.84E-04	2.09E-05	2.06E-05
1000 - 1100	1.61E+01	1.51E+01	1.02E+00	7.51E-02	7.41E-02	4.48E-03	4.20E-03	2.84E-04	2.09E-05	2.06E-05
1100 - 1200	1.30E+01	1.20E+01	1.00E+00	6.81E-02	6.71E-02	3.60E-03	3.32E-03	2.78E-04	1.89E-05	1.86E-05
1200 - 1300	1.26E+01	1.17E+01	8.97E-01	6.28E-02	6.20E-02	3.50E-03	3.25E-03	2.49E-04	1.75E-05	1.72E-05
1300 - 1400	2.55E+01	2.36E+01	1.90E+00	1.31E-01	1.29E-01	7.10E-03	6.57E-03	5.27E-04	3.64E-05	3.59E-05
1400 - 1500	1.73E+01	1.59E+01	1.34E+00	9.08E-02	8.95E-02	4.80E-03	4.43E-03	3.71E-04	2.52E-05	2.49E-05
1500 - 1600	1.61E+01	1.51E+01	1.02E+00	7.51E-02	7.41E-02	4.48E-03	4.20E-03	2.84E-04	2.09E-05	2.06E-05
1600 - 1700	1.65E+01	1.54E+01	1.13E+00	8.03E-02	7.92E-02	4.59E-03	4.28E-03	3.13E-04	2.23E-05	2.20E-05
1700 - 1800	1.69E+01	1.57E+01	1.23E+00	8.55E-02	8.44E-02	4.70E-03	4.35E-03	3.42E-04	2.38E-05	2.34E-05
1800 - 1900	1.69E+01	1.57E+01	1.23E+00	8.55E-02	8.44E-02	4.70E-03	4.35E-03	3.42E-04	2.38E-05	2.34E-05
1900 - 2000	1.61E+01	1.51E+01	1.02E+00	7.51E-02	7.41E-02	4.48E-03	4.20E-03	2.84E-04	2.09E-05	2.06E-05
2000 - 2100	1.61E+01	1.51E+01	1.02E+00	7.51E-02	7.41E-02	4.48E-03	4.20E-03	2.84E-04	2.09E-05	2.06E-05
2100 - 2200	1.65E+01	1.54E+01	1.13E+00	8.03E-02	7.92E-02	4.59E-03	4.28E-03	3.13E-04	2.23E-05	2.20E-05
2200 - 2300	1.26E+01	1.17E+01	8.97E-01	6.28E-02	6.20E-02	3.50E-03	3.25E-03	2.49E-04	1.75E-05	1.72E-05
2300 - 2400	7.88E+00	7.42E+00	4.59E-01	3.49E-02	3.45E-02	2.19E-03	2.06E-03	1.27E-04	9.70E-06	9.57E-06
						max:	6.57E-03	5.27E-04	3.64E-05	3.59E-05

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.33	0.30	0.31	0.31
0.33	0.30	0.31	0.31
0.49	0.47	0.48	0.48
0.64	0.54	0.57	0.57
0.64	0.54	0.57	0.57
0.51	0.53	0.52	0.52
0.49	0.47	0.48	0.48
1.00	1.00	1.00	1.00
0.67	0.70	0.69	0.69
0.64	0.54	0.57	0.57
0.65	0.59	0.61	0.61
0.66	0.65	0.65	0.65
0.66	0.65	0.65	0.65
0.64	0.54	0.57	0.57
0.64	0.54	0.57	0.57
0.65	0.59	0.61	0.61
0.49	0.47	0.48	0.48
0.31	0.24	0.27	0.27

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of PLB (g) + Hot Idling Emission of PLB (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for LPG PLB

[4] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 150m]

Minimum value = 0 g

[7] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 150m]

Minimum value = 0 g

[8] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[9] The no. of trips are based on the information collected during the traffic surveys conducted by the traffic consultant.

[10] The idling times are based on the information collected during the traffic surveys conducted by the traffic consultant.

Hankow Road Public Light Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 3rd Quarter

Temperature: 24 °C

Relative Humidity: 24 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																	
NOx	5.66E-02	1.02E-01	1.36E-01	1.93E-01	2.38E-01	3.17E-01	4.64E-01	5.78E-01	8.49E-01	1.11E+00	1.25E+00	1.47E+00	1.62E+00	1.70E+00	1.74E+00	1.79E+00	1.81E+00	1.81E+00
NO	4.07E-02	7.34E-02	9.79E-02	1.39E-01	1.71E-01	2.28E-01	3.34E-01	4.16E-01	6.11E-01	7.99E-01	8.97E-01	1.06E+00	1.17E+00	1.22E+00	1.26E+00	1.29E+00	1.30E+00	1.30E+00
NO2	1.59E-02	2.85E-02	3.80E-02	5.39E-02	6.66E-02	8.88E-02	1.30E-01	1.62E-01	2.38E-01	3.11E-01	3.49E-01	4.12E-01	4.53E-01	4.76E-01	4.88E-01	5.01E-01	5.07E-01	5.07E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (Diesel) [9]																
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	0	

Total Start Emission of PLB (Diesel) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	0	min
Max. Idling Time for Adjusting Start Emission =	0	min

Hour	PLB (Diesel)											PLB (Diesel)										
	Frequenc	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequenc	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	y	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	y	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											0										

Average Distance from Starting Place to Egress =	10	m
Average Spread Distance outside bus terminus =	690	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [4]					Adjusted Start Emission outside bus terminus (g) [5]					Start Emission Rate outside bus terminus (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (LPG) Start Emission Factor (g/trip)																	
NOx	1.47E+00	2.21E+00	3.51E+00	4.58E+00	5.40E+00	5.98E+00	6.32E+00	6.34E+00	6.31E+00	6.28E+00	6.23E+00	6.17E+00	6.10E+00	6.01E+00	5.92E+00	5.81E+00	5.69E+00	5.55E+00
NO	1.46E+00	2.20E+00	3.50E+00	4.55E+00	5.37E+00	5.95E+00	6.28E+00	6.31E+00	6.28E+00	6.25E+00	6.20E+00	6.14E+00	6.07E+00	5.98E+00	5.89E+00	5.78E+00	5.66E+00	5.52E+00
NO2	7.50E-03	1.13E-02	1.80E-02	2.34E-02	2.77E-02	3.06E-02	3.24E-02	3.25E-02	3.24E-02	3.22E-02	3.19E-02	3.16E-02	3.12E-02	3.08E-02	3.03E-02	2.98E-02	2.91E-02	2.84E-02
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (LPG) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	0	

Total Start Emission of PLB (LPG) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	0	min
Max. Idling Time for Adjusting Start Emission =	0	min

Hour	PLB (LPG)											PLB (LPG)										
	Frequenc	**Cold Idling Emission Factor (g/s)**					**Cold Idling Emission (g) [1]**					**Frequenc**	**Hot Idling Emission Factor (g/s)**					**Hot Idling Emission (g) [1]**				
	y	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**y**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											0										

Average Distance from Starting Place to Egress =	10	m
Average Spread Distance outside bus terminus =	140	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [6]					Adjusted Start Emission outside bus terminus (g) [7]					Start Emission Rate outside bus terminus (g/s)				
	NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Running Emission - Terminating and Bypass Public Light Buses

Average Travelling Distance within bus terminus =	20	m
Average Travelling Speed =	10	km/h

Hour	PLB (Diesel + LPG)										
	Frequency	Running Emission Factor (g/km·vehicle)					Running Emission (g)				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	7	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.71E-01	1.39E-01	3.17E-02	6.82E-03	6.27E-03
0700 - 0800	7	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.71E-01	1.39E-01	3.17E-02	6.82E-03	6.27E-03
0800 - 0900	11	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	2.69E-01	2.19E-01	4.98E-02	1.07E-02	9.86E-03
0900 - 1000	13	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	3.18E-01	2.59E-01	5.89E-02	1.27E-02	1.16E-02
1000 - 1100	13	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	3.18E-01	2.59E-01	5.89E-02	1.27E-02	1.16E-02
1100 - 1200	12	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	2.93E-01	2.39E-01	5.44E-02	1.17E-02	1.08E-02
1200 - 1300	11	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	2.69E-01	2.19E-01	4.98E-02	1.07E-02	9.86E-03
1300 - 1400	23	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	5.62E-01	4.58E-01	1.04E-01	2.24E-02	2.06E-02
1400 - 1500	16	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	3.91E-01	3.19E-01	7.25E-02	1.56E-02	1.43E-02
1500 - 1600	13	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	3.18E-01	2.59E-01	5.89E-02	1.27E-02	1.16E-02
1600 - 1700	14	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	3.42E-01	2.79E-01	6.34E-02	1.36E-02	1.25E-02
1700 - 1800	15	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	3.67E-01	2.99E-01	6.80E-02	1.46E-02	1.34E-02
1800 - 1900	15	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	3.67E-01	2.99E-01	6.80E-02	1.46E-02	1.34E-02
1900 - 2000	13	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	3.18E-01	2.59E-01	5.89E-02	1.27E-02	1.16E-02
2000 - 2100	13	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	3.18E-01	2.59E-01	5.89E-02	1.27E-02	1.16E-02
2100 - 2200	14	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	3.42E-01	2.79E-01	6.34E-02	1.36E-02	1.25E-02
2200 - 2300	11	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	2.69E-01	2.19E-01	4.98E-02	1.07E-02	9.86E-03
2300 - 2400	6	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.47E-01	1.20E-01	2.72E-02	5.84E-03	5.38E-03
Daily Total	227										

Idling Emission - Bypass Public Light Buses

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7	
Idling Time for Bypass Public Light Buses	10	min

Hour	PLB (Diesel)										PLB (LPG)									
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.79E+00	1.29E+00	5.01E-01	2.13E-02	2.13E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	6.31E+00	6.28E+00	3.23E-02	1.21E-02	1.21E-02
0700 - 0800	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.79E+00	1.29E+00	5.01E-01	2.13E-02	2.13E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	6.31E+00	6.28E+00	3.23E-02	1.21E-02	1.21E-02
0800 - 0900	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.86E+00	2.06E+00	8.01E-01	3.40E-02	3.40E-02	3	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.84E-02	1.81E-02	1.81E-02
0900 - 1000	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.46E-02	2.42E-02	2.42E-02
1000 - 1100	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.46E-02	2.42E-02	2.42E-02
1100 - 1200	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	3	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.84E-02	1.81E-02	1.81E-02
1200 - 1300	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.86E+00	2.06E+00	8.01E-01	3.40E-02	3.40E-02	3	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.84E-02	1.81E-02	1.81E-02
1300 - 1400	17	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.08E+00	4.38E+00	1.70E+00	7.23E-02	7.23E-02	6	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.89E+01	1.88E+01	9.69E-02	3.62E-02	3.62E-02
1400 - 1500	12	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	4.29E+00	3.09E+00	1.20E+00	5.10E-02	5.10E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.46E-02	2.42E-02	2.42E-02
1500 - 1600	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.46E-02	2.42E-02	2.42E-02
1600 - 1700	10	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.58E+00	2.57E+00	1.00E+00	4.25E-02	4.25E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.46E-02	2.42E-02	2.42E-02
1700 - 1800	11	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.93E+00	2.83E+00	1.10E+00	4.68E-02	4.68E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.46E-02	2.42E-02	2.42E-02
1800 - 1900	11	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.93E+00	2.83E+00	1.10E+00	4.68E-02	4.68E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.46E-02	2.42E-02	2.42E-02
1900 - 2000	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.46E-02	2.42E-02	2.42E-02
2000 - 2100	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.46E-02	2.42E-02	2.42E-02
2100 - 2200	10	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.58E+00	2.57E+00	1.00E+00	4.25E-02	4.25E-02	4	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.46E-02	2.42E-02	2.42E-02
2200 - 2300	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.86E+00	2.06E+00	8.01E-01	3.40E-02	3.40E-02	3	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.84E-02	1.81E-02	1.81E-02
2300 - 2400	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.43E+00	1.03E+00	4.01E-01	1.70E-02	1.70E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	6.31E+00	6.28E+00	3.23E-02	1.21E-02	1.21E-02
Daily Total	163											64										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [8]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	8.27E+00	7.70E+00	5.65E-01	4.02E-02	3.96E-02	2.30E-03	2.14E-03	1.57E-04	1.12E-05	1.10E-05
0700 - 0800	8.27E+00	7.70E+00	5.65E-01	4.02E-02	3.96E-02	2.30E-03	2.14E-03	1.57E-04	1.12E-05	1.10E-05
0800 - 0900	1.26E+01	1.17E+01	8.99E-01	6.28E-02	6.20E-02	3.50E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
0900 - 1000	1.62E+01	1.51E+01	1.02E+00	7.51E-02	7.41E-02	4.49E-03	4.20E-03	2.85E-04	2.09E-05	2.06E-05
1000 - 1100	1.62E+01	1.51E+01	1.02E+00	7.51E-02	7.41E-02	4.49E-03	4.20E-03	2.85E-04	2.09E-05	2.06E-05
1100 - 1200	1.30E+01	1.20E+01	1.00E+00	6.81E-02	6.71E-02	3.60E-03	3.33E-03	2.79E-04	1.89E-05	1.86E-05
1200 - 1300	1.26E+01	1.17E+01	8.99E-01	6.28E-02	6.20E-02	3.50E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
1300 - 1400	2.56E+01	2.37E+01	1.90E+00	1.31E-01	1.29E-01	7.10E-03	6.57E-03	5.29E-04	3.64E-05	3.59E-05
1400 - 1500	1.73E+01	1.60E+01	1.34E+00	9.08E-02	8.95E-02	4.81E-03	4.43E-03	3.72E-04	2.52E-05	2.49E-05
1500 - 1600	1.62E+01	1.51E+01	1.02E+00	7.51E-02	7.41E-02	4.49E-03	4.20E-03	2.85E-04	2.09E-05	2.06E-05
1600 - 1700	1.65E+01	1.54E+01	1.13E+00	8.03E-02	7.92E-02	4.59E-03	4.28E-03	3.14E-04	2.23E-05	2.20E-05
1700 - 1800	1.69E+01	1.57E+01	1.23E+00	8.55E-02	8.44E-02	4.70E-03	4.36E-03	3.43E-04	2.38E-05	2.34E-05
1800 - 1900	1.69E+01	1.57E+01	1.23E+00	8.55E-02	8.44E-02	4.70E-03	4.36E-03	3.43E-04	2.38E-05	2.34E-05
1900 - 2000	1.62E+01	1.51E+01	1.02E+00	7.51E-02	7.41E-02	4.49E-03	4.20E-03	2.85E-04	2.09E-05	2.06E-05
2000 - 2100	1.62E+01	1.51E+01	1.02E+00	7.51E-02	7.41E-02	4.49E-03	4.20E-03	2.85E-04	2.09E-05	2.06E-05
2100 - 2200	1.65E+01	1.54E+01	1.13E+00	8.03E-02	7.92E-02	4.59E-03	4.28E-03	3.14E-04	2.23E-05	2.20E-05
2200 - 2300	1.26E+01	1.17E+01	8.99E-01	6.28E-02	6.20E-02	3.50E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
2300 - 2400	7.89E+00	7.43E+00	4.60E-01	3.49E-02	3.45E-02	2.19E-03	2.06E-03	1.28E-04	9.70E-06	9.57E-06
						max: 6.57E-03	5.29E-04	3.64E-05	3.59E-05	

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.33	0.30	0.31	0.31
0.33	0.30	0.31	0.31
0.49	0.47	0.48	0.48
0.64	0.54	0.57	0.57
0.64	0.54	0.57	0.57
0.51	0.53	0.52	0.52
0.49	0.47	0.48	0.48
1.00	1.00	1.00	1.00
0.67	0.70	0.69	0.69
0.64	0.54	0.57	0.57
0.65	0.59	0.61	0.61
0.66	0.65	0.65	0.65
0.66	0.65	0.65	0.65
0.64	0.54	0.57	0.57
0.64	0.54	0.57	0.57
0.65	0.59	0.61	0.61
0.49	0.47	0.48	0.48
0.31	0.24	0.27	0.27

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of PLB (g) + Hot Idling Emission of PLB (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for LPG PLB

[4] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 150m]

Minimum value = 0 g

[7] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 150m]

Minimum value = 0 g

[8] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[9] The no. of trips are based on the information collected during the traffic surveys conducted by the traffic consultant.

[10] The idling times are based on the information collected during the traffic surveys conducted by the traffic consultant.

Hankow Road Public Light Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 4th Quarter

Temperature: 12 °C

Relative Humidity: 18 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																	
NOx	5.66E-02	1.02E-01	1.36E-01	1.93E-01	2.38E-01	3.17E-01	4.64E-01	5.78E-01	8.49E-01	1.11E+00	1.25E+00	1.47E+00	1.62E+00	1.70E+00	1.74E+00	1.79E+00	1.81E+00	1.81E+00
NO	4.07E-02	7.34E-02	9.79E-02	1.39E-01	1.71E-01	2.28E-01	3.34E-01	4.16E-01	6.11E-01	7.99E-01	8.97E-01	1.06E+00	1.17E+00	1.22E+00	1.26E+00	1.29E+00	1.30E+00	1.30E+00
NO2	1.59E-02	2.85E-02	3.80E-02	5.39E-02	6.66E-02	8.88E-02	1.30E-01	1.62E-01	2.38E-01	3.11E-01	3.49E-01	4.12E-01	4.53E-01	4.76E-01	4.88E-01	5.01E-01	5.07E-01	5.07E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (Diesel) [9]																
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	0

Total Start Emission of PLB (Diesel) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (LPG) Start Emission Factor (g/trip)																	
NOx	1.66E+00	2.51E+00	3.99E+00	5.20E+00	6.13E+00	6.79E+00	7.17E+00	7.31E+00	7.29E+00	7.25E+00	7.19E+00	7.12E+00	7.04E+00	6.94E+00	6.83E+00	6.70E+00	6.56E+00	6.41E+00
NO	1.66E+00	2.50E+00	3.97E+00	5.17E+00	6.10E+00	6.75E+00	7.14E+00	7.28E+00	7.25E+00	7.21E+00	7.15E+00	7.09E+00	7.00E+00	6.90E+00	6.79E+00	6.67E+00	6.53E+00	6.37E+00
NO2	8.50E-03	1.28E-02	2.04E-02	2.66E-02	3.14E-02	3.48E-02	3.67E-02	3.75E-02	3.73E-02	3.71E-02	3.68E-02	3.65E-02	3.61E-02	3.56E-02	3.50E-02	3.43E-02	3.36E-02	3.28E-02
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (LPG) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	0	

Total Start Emission of PLB (LPG) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	0	min
Max. Idling Time for Adjusting Start Emission =	0	min

Hour	PLB (LPG)											PLB (LPG)										
	Frequenc	**Cold Idling Emission Factor (g/s)**					**Cold Idling Emission (g) [1]**					**Frequenc**	**Hot Idling Emission Factor (g/s)**					**Hot Idling Emission (g) [1]**				
	y	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**y**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											0										

Average Distance from Starting Place to Egress =	10	m
Average Spread Distance outside bus terminus =	140	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [6]					Adjusted Start Emission outside bus terminus (g) [7]					Start Emission Rate outside bus terminus (g/s)				
	NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Running Emission - Terminating and Bypass Public Light Buses

Average Travelling Distance within bus terminus =	20	m
Average Travelling Speed =	10	km/h

Hour	PLB (Diesel + LPG)										
	Frequency	Running Emission Factor (g/km·vehicle)					Running Emission (g)				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	7	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.88E-01	1.54E-01	3.33E-02	6.82E-03	6.27E-03
0700 - 0800	7	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.88E-01	1.54E-01	3.33E-02	6.82E-03	6.27E-03
0800 - 0900	11	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	2.95E-01	2.43E-01	5.23E-02	1.07E-02	9.86E-03
0900 - 1000	13	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	3.48E-01	2.87E-01	6.19E-02	1.27E-02	1.16E-02
1000 - 1100	13	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	3.48E-01	2.87E-01	6.19E-02	1.27E-02	1.16E-02
1100 - 1200	12	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	3.22E-01	2.65E-01	5.71E-02	1.17E-02	1.08E-02
1200 - 1300	11	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	2.95E-01	2.43E-01	5.23E-02	1.07E-02	9.86E-03
1300 - 1400	23	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	6.17E-01	5.07E-01	1.09E-01	2.24E-02	2.06E-02
1400 - 1500	16	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	4.29E-01	3.53E-01	7.61E-02	1.56E-02	1.43E-02
1500 - 1600	13	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	3.48E-01	2.87E-01	6.19E-02	1.27E-02	1.16E-02
1600 - 1700	14	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	3.75E-01	3.09E-01	6.66E-02	1.36E-02	1.25E-02
1700 - 1800	15	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	4.02E-01	3.31E-01	7.14E-02	1.46E-02	1.34E-02
1800 - 1900	15	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	4.02E-01	3.31E-01	7.14E-02	1.46E-02	1.34E-02
1900 - 2000	13	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	3.48E-01	2.87E-01	6.19E-02	1.27E-02	1.16E-02
2000 - 2100	13	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	3.48E-01	2.87E-01	6.19E-02	1.27E-02	1.16E-02
2100 - 2200	14	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	3.75E-01	3.09E-01	6.66E-02	1.36E-02	1.25E-02
2200 - 2300	11	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	2.95E-01	2.43E-01	5.23E-02	1.07E-02	9.86E-03
2300 - 2400	6	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.61E-01	1.32E-01	2.85E-02	5.84E-03	5.38E-03
Daily Total	227										

Idling Emission - Bypass Public Light Buses

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7	
Idling Time for Bypass Public Light Buses	10	min

Hour	PLB (Diesel)											PLB (LPG)										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.79E+00	1.29E+00	5.01E-01	2.13E-02	2.13E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	6.31E+00	6.28E+00	3.21E-02	1.21E-02	1.21E-02
0700 - 0800	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.79E+00	1.29E+00	5.01E-01	2.13E-02	2.13E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	6.31E+00	6.28E+00	3.21E-02	1.21E-02	1.21E-02
0800 - 0900	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.86E+00	2.06E+00	8.01E-01	3.40E-02	3.40E-02	3	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.81E-02	1.81E-02	1.81E-02
0900 - 1000	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1000 - 1100	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1100 - 1200	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	3	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.81E-02	1.81E-02	1.81E-02
1200 - 1300	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.86E+00	2.06E+00	8.01E-01	3.40E-02	3.40E-02	3	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.81E-02	1.81E-02	1.81E-02
1300 - 1400	17	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.08E+00	4.38E+00	1.70E+00	7.23E-02	7.23E-02	6	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.89E+01	1.88E+01	9.62E-02	3.62E-02	3.62E-02
1400 - 1500	12	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	4.29E+00	3.09E+00	1.20E+00	5.10E-02	5.10E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1500 - 1600	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1600 - 1700	10	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.58E+00	2.57E+00	1.00E+00	4.25E-02	4.25E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1700 - 1800	11	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.93E+00	2.83E+00	1.10E+00	4.68E-02	4.68E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1800 - 1900	11	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.93E+00	2.83E+00	1.10E+00	4.68E-02	4.68E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
1900 - 2000	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
2000 - 2100	9	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.22E+00	2.32E+00	9.01E-01	3.83E-02	3.83E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
2100 - 2200	10	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	3.58E+00	2.57E+00	1.00E+00	4.25E-02	4.25E-02	4	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.26E+01	1.26E+01	6.41E-02	2.42E-02	2.42E-02
2200 - 2300	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	2.86E+00	2.06E+00	8.01E-01	3.40E-02	3.40E-02	3	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	9.46E+00	9.41E+00	4.81E-02	1.81E-02	1.81E-02
2300 - 2400	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.43E+00	1.03E+00	4.01E-01	1.70E-02	1.70E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	6.31E+00	6.28E+00	3.21E-02	1.21E-02	1.21E-02
Daily Total	163											64										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [8]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	8.28E+00	7.72E+00	5.66E-01	4.02E-02	3.96E-02	2.30E-03	2.14E-03	1.57E-04	1.12E-05	1.10E-05
0700 - 0800	8.28E+00	7.72E+00	5.66E-01	4.02E-02	3.96E-02	2.30E-03	2.14E-03	1.57E-04	1.12E-05	1.10E-05
0800 - 0900	1.26E+01	1.17E+01	9.02E-01	6.28E-02	6.20E-02	3.51E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
0900 - 1000	1.62E+01	1.52E+01	1.03E+00	7.51E-02	7.41E-02	4.50E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
1000 - 1100	1.62E+01	1.52E+01	1.03E+00	7.51E-02	7.41E-02	4.50E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
1100 - 1200	1.30E+01	1.20E+01	1.01E+00	6.81E-02	6.71E-02	3.61E-03	3.33E-03	2.80E-04	1.89E-05	1.86E-05
1200 - 1300	1.26E+01	1.17E+01	9.02E-01	6.28E-02	6.20E-02	3.51E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
1300 - 1400	2.56E+01	2.37E+01	1.91E+00	1.31E-01	1.29E-01	7.12E-03	6.59E-03	5.30E-04	3.64E-05	3.59E-05
1400 - 1500	1.73E+01	1.60E+01	1.34E+00	9.08E-02	8.95E-02	4.82E-03	4.44E-03	3.73E-04	2.52E-05	2.49E-05
1500 - 1600	1.62E+01	1.52E+01	1.03E+00	7.51E-02	7.41E-02	4.50E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
1600 - 1700	1.66E+01	1.54E+01	1.13E+00	8.03E-02	7.92E-02	4.60E-03	4.29E-03	3.14E-04	2.23E-05	2.20E-05
1700 - 1800	1.70E+01	1.57E+01	1.24E+00	8.55E-02	8.44E-02	4.71E-03	4.37E-03	3.44E-04	2.38E-05	2.34E-05
1800 - 1900	1.70E+01	1.57E+01	1.24E+00	8.55E-02	8.44E-02	4.71E-03	4.37E-03	3.44E-04	2.38E-05	2.34E-05
1900 - 2000	1.62E+01	1.52E+01	1.03E+00	7.51E-02	7.41E-02	4.50E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
2000 - 2100	1.62E+01	1.52E+01	1.03E+00	7.51E-02	7.41E-02	4.50E-03	4.21E-03	2.85E-04	2.09E-05	2.06E-05
2100 - 2200	1.66E+01	1.54E+01	1.13E+00	8.03E-02	7.92E-02	4.60E-03	4.29E-03	3.14E-04	2.23E-05	2.20E-05
2200 - 2300	1.26E+01	1.17E+01	9.02E-01	6.28E-02	6.20E-02	3.51E-03	3.25E-03	2.50E-04	1.75E-05	1.72E-05
2300 - 2400	7.90E+00	7.44E+00	4.61E-01	3.49E-02	3.45E-02	2.19E-03	2.07E-03	1.28E-04	9.70E-06	9.57E-06
						max:	6.59E-03	5.30E-04	3.64E-05	3.59E-05

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.33	0.30	0.31	0.31
0.33	0.30	0.31	0.31
0.49	0.47	0.48	0.48
0.64	0.54	0.57	0.57
0.64	0.54	0.57	0.57
0.51	0.53	0.52	0.52
0.49	0.47	0.48	0.48
1.00	1.00	1.00	1.00
0.67	0.70	0.69	0.69
0.64	0.54	0.57	0.57
0.65	0.59	0.61	0.61
0.66	0.65	0.65	0.65
0.66	0.65	0.65	0.65
0.64	0.54	0.57	0.57
0.64	0.54	0.57	0.57
0.65	0.59	0.61	0.61
0.49	0.47	0.48	0.48
0.31	0.24	0.27	0.27

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of PLB (g) + Hot Idling Emission of PLB (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for LPG PLB

[4] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 150m]

Minimum value = 0 g

[7] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 150m]

Minimum value = 0 g

[8] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[9] The no. of trips are based on the information collected during the traffic surveys conducted by the traffic consultant.

[10] The idling times are based on the information collected during the traffic surveys conducted by the traffic consultant.

Peking Road Public Light Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 1st Quarter

Temperature: 13 °C

Relative Humidity: 32 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																	
NOx	5.66E-02	1.02E-01	1.36E-01	1.93E-01	2.38E-01	3.17E-01	4.64E-01	5.78E-01	8.49E-01	1.11E+00	1.25E+00	1.47E+00	1.62E+00	1.70E+00	1.74E+00	1.79E+00	1.81E+00	1.81E+00
NO	4.07E-02	7.34E-02	9.79E-02	1.39E-01	1.71E-01	2.28E-01	3.34E-01	4.16E-01	6.11E-01	7.99E-01	8.97E-01	1.06E+00	1.17E+00	1.22E+00	1.26E+00	1.29E+00	1.30E+00	1.30E+00
NO2	1.59E-02	2.85E-02	3.80E-02	5.39E-02	6.66E-02	8.88E-02	1.30E-01	1.62E-01	2.38E-01	3.11E-01	3.49E-01	4.12E-01	4.53E-01	4.76E-01	4.88E-01	5.01E-01	5.07E-01	5.07E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (Diesel) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	0

Total Start Emission of PLB (Diesel) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	0	min
Max. Idling Time for Adjusting Start Emission =	0	min

Hour	PLB (Diesel)										PLB (Diesel)									
	Frequenc	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequenc	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	y	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	y	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											0										

Average Distance from Starting Place to Egress =	4	m
Average Spread Distance outside bus terminus =	696	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [4]					Adjusted Start Emission outside bus terminus (g) [5]					Start Emission Rate outside bus terminus (g/s)				
	NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (LPG) Start Emission Factor (g/trip)																	
NOx	1.65E+00	2.48E+00	3.95E+00	5.14E+00	6.06E+00	6.72E+00	7.10E+00	7.23E+00	7.20E+00	7.16E+00	7.11E+00	7.04E+00	6.95E+00	6.86E+00	6.75E+00	6.62E+00	6.48E+00	6.33E+00
NO	1.64E+00	2.47E+00	3.93E+00	5.11E+00	6.03E+00	6.68E+00	7.06E+00	7.19E+00	7.16E+00	7.12E+00	7.07E+00	7.00E+00	6.92E+00	6.82E+00	6.71E+00	6.59E+00	6.45E+00	6.30E+00
NO2	8.40E-03	1.27E-02	2.02E-02	2.63E-02	3.11E-02	3.44E-02	3.64E-02	3.70E-02	3.69E-02	3.67E-02	3.64E-02	3.61E-02	3.56E-02	3.51E-02	3.46E-02	3.39E-02	3.32E-02	3.24E-02
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (LPG) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total		0

Total Start Emission of PLB (LPG) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	0	min
Max. Idling Time for Adjusting Start Emission =	0	min

Hour	PLB (LPG)											PLB (LPG)										
	Frequenc y	**Cold Idling Emission Factor (g/s)**					**Cold Idling Emission (g) [1]**					**Frequenc y**	**Hot Idling Emission Factor (g/s)**					**Hot Idling Emission (g) [1]**				
		NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**		**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	4.12E-03	4.10E-03	2.09E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											0										

Average Distance from Starting Place to Egress =	4	m
Average Spread Distance outside bus terminus =	146	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [6]					Adjusted Start Emission outside bus terminus (g) [7]					Start Emission Rate outside bus terminus (g/s)				
	NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Running Emission - Terminating and Bypass Public Light Buses

Average Travelling Distance within bus terminus =	8	m
Average Travelling Speed =	10	km/h

Hour	PLB (Diesel + LPG)											
	Frequency	Running Emission Factor (g/km·vehicle)					Running Emission (g)					
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.04E-02	8.54E-03	1.86E-03	3.90E-04	3.58E-04
0700 - 0800	7	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	7.28E-02	5.98E-02	1.30E-02	2.73E-03	2.51E-03
0800 - 0900	11	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.14E-01	9.40E-02	2.05E-02	4.29E-03	3.94E-03
0900 - 1000	9	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	9.36E-02	7.69E-02	1.67E-02	3.51E-03	3.23E-03
1000 - 1100	7	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	7.28E-02	5.98E-02	1.30E-02	2.73E-03	2.51E-03
1100 - 1200	7	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	7.28E-02	5.98E-02	1.30E-02	2.73E-03	2.51E-03
1200 - 1300	6	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	6.24E-02	5.13E-02	1.12E-02	2.34E-03	2.15E-03
1300 - 1400	7	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	7.28E-02	5.98E-02	1.30E-02	2.73E-03	2.51E-03
1400 - 1500	7	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	7.28E-02	5.98E-02	1.30E-02	2.73E-03	2.51E-03
1500 - 1600	9	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	9.36E-02	7.69E-02	1.67E-02	3.51E-03	3.23E-03
1600 - 1700	9	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	9.36E-02	7.69E-02	1.67E-02	3.51E-03	3.23E-03
1700 - 1800	9	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	9.36E-02	7.69E-02	1.67E-02	3.51E-03	3.23E-03
1800 - 1900	8	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	8.32E-02	6.84E-02	1.49E-02	3.12E-03	2.87E-03
1900 - 2000	10	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	1.04E-01	8.54E-02	1.86E-02	3.90E-03	3.58E-03
2000 - 2100	9	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	9.36E-02	7.69E-02	1.67E-02	3.51E-03	3.23E-03
2100 - 2200	7	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	7.28E-02	5.98E-02	1.30E-02	2.73E-03	2.51E-03
2200 - 2300	9	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	9.36E-02	7.69E-02	1.67E-02	3.51E-03	3.23E-03
2300 - 2400	5	1.30E+00	1.07E+00	2.33E-01	4.87E-02	4.48E-02	5.20E-02	4.27E-02	9.30E-03	1.95E-03	1.79E-03
Daily Total	137										

Idling Emission - Bypass Public Light Buses

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7	
Idling Time for Bypass Public Light Buses	3	min

Hour	PLB (Diesel)											PLB (LPG)										
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.21E-01	8.73E-02	3.39E-02	1.44E-03	1.44E-03	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
0800 - 0900	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	9.70E-01	6.98E-01	2.72E-01	1.15E-02	1.15E-02	3	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	3.21E+00	3.19E+00	1.63E-02	6.14E-03	6.14E-03
0900 - 1000	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1000 - 1100	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1100 - 1200	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1200 - 1300	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	4.85E-01	3.49E-01	1.36E-01	5.76E-03	5.76E-03	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1300 - 1400	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1400 - 1500	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1500 - 1600	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1600 - 1700	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1700 - 1800	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1800 - 1900	6	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	7.27E-01	5.24E-01	2.04E-01	8.65E-03	8.65E-03	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1900 - 2000	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	3	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	3.21E+00	3.19E+00	1.63E-02	6.14E-03	6.14E-03
2000 - 2100	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
2100 - 2200	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
2200 - 2300	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
2300 - 2400	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	4.85E-01	3.49E-01	1.36E-01	5.76E-03	5.76E-03	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.07E+00	1.06E+00	5.43E-03	2.05E-03	2.05E-03
Daily Total	102											35										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [8]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1.32E-01	9.58E-02	3.58E-02	1.83E-03	1.80E-03	3.66E-05	2.66E-05	9.95E-06	5.09E-07	5.00E-07
0700 - 0800	2.82E+00	2.62E+00	1.94E-01	1.40E-02	1.38E-02	7.83E-04	7.29E-04	5.38E-05	3.90E-06	3.84E-06
0800 - 0900	4.29E+00	3.98E+00	3.08E-01	2.20E-02	2.16E-02	1.19E-03	1.11E-03	8.56E-05	6.10E-06	6.00E-06
0900 - 1000	3.08E+00	2.82E+00	2.65E-01	1.77E-02	1.74E-02	8.56E-04	7.82E-04	7.37E-05	4.91E-06	4.84E-06
1000 - 1100	2.82E+00	2.62E+00	1.94E-01	1.40E-02	1.38E-02	7.83E-04	7.29E-04	5.38E-05	3.90E-06	3.84E-06
1100 - 1200	2.82E+00	2.62E+00	1.94E-01	1.40E-02	1.38E-02	7.83E-04	7.29E-04	5.38E-05	3.90E-06	3.84E-06
1200 - 1300	2.69E+00	2.53E+00	1.58E-01	1.22E-02	1.20E-02	7.46E-04	7.02E-04	4.38E-05	3.39E-06	3.34E-06
1300 - 1400	2.82E+00	2.62E+00	1.94E-01	1.40E-02	1.38E-02	7.83E-04	7.29E-04	5.38E-05	3.90E-06	3.84E-06
1400 - 1500	2.82E+00	2.62E+00	1.94E-01	1.40E-02	1.38E-02	7.83E-04	7.29E-04	5.38E-05	3.90E-06	3.84E-06
1500 - 1600	3.08E+00	2.82E+00	2.65E-01	1.77E-02	1.74E-02	8.56E-04	7.82E-04	7.37E-05	4.91E-06	4.84E-06
1600 - 1700	3.08E+00	2.82E+00	2.65E-01	1.77E-02	1.74E-02	8.56E-04	7.82E-04	7.37E-05	4.91E-06	4.84E-06
1700 - 1800	3.08E+00	2.82E+00	2.65E-01	1.77E-02	1.74E-02	8.56E-04	7.82E-04	7.37E-05	4.91E-06	4.84E-06
1800 - 1900	2.95E+00	2.72E+00	2.29E-01	1.59E-02	1.56E-02	8.19E-04	7.56E-04	6.37E-05	4.41E-06	4.34E-06
1900 - 2000	4.16E+00	3.89E+00	2.73E-01	2.01E-02	1.98E-02	1.16E-03	1.08E-03	7.57E-05	5.59E-06	5.50E-06
2000 - 2100	3.08E+00	2.82E+00	2.65E-01	1.77E-02	1.74E-02	8.56E-04	7.82E-04	7.37E-05	4.91E-06	4.84E-06
2100 - 2200	2.82E+00	2.62E+00	1.94E-01	1.40E-02	1.38E-02	7.83E-04	7.29E-04	5.38E-05	3.90E-06	3.84E-06
2200 - 2300	3.08E+00	2.82E+00	2.65E-01	1.77E-02	1.74E-02	8.56E-04	7.82E-04	7.37E-05	4.91E-06	4.84E-06
2300 - 2400	1.61E+00	1.46E+00	1.51E-01	9.76E-03	9.60E-03	4.46E-04	4.04E-04	4.18E-05	2.71E-06	2.67E-06
						max: 1.11E-03	8.56E-05	6.10E-06	6.00E-06	

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.02	0.12	0.08	0.08
0.66	0.63	0.64	0.64
1.00	1.00	1.00	1.00
0.71	0.86	0.81	0.81
0.66	0.63	0.64	0.64
0.66	0.63	0.64	0.64
0.63	0.51	0.56	0.56
0.66	0.63	0.64	0.64
0.66	0.63	0.64	0.64
0.71	0.86	0.81	0.81
0.71	0.86	0.81	0.81
0.71	0.86	0.81	0.81
0.68	0.74	0.72	0.72
0.98	0.88	0.92	0.92
0.71	0.86	0.81	0.81
0.66	0.63	0.64	0.64
0.71	0.86	0.81	0.81
0.37	0.49	0.44	0.44

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of PLB (g) + Hot Idling Emission of PLB (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for LPG PLB

[4] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 150m]

Minimum value = 0 g

[7] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 150m]

Minimum value = 0 g

[8] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[9] The no. of trips are based on the information collected during the traffic surveys conducted by the traffic consultant.

[10] The idling times are based on the information collected during the traffic surveys conducted by the traffic consultant.

Peking Road Public Light Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 2nd Quarter

Temperature: 20 °C

Relative Humidity: 47 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																	
NOx	5.66E-02	1.02E-01	1.36E-01	1.93E-01	2.38E-01	3.17E-01	4.64E-01	5.78E-01	8.49E-01	1.11E+00	1.25E+00	1.47E+00	1.62E+00	1.70E+00	1.74E+00	1.79E+00	1.81E+00	1.81E+00
NO	4.07E-02	7.34E-02	9.79E-02	1.39E-01	1.71E-01	2.28E-01	3.34E-01	4.16E-01	6.11E-01	7.99E-01	8.97E-01	1.06E+00	1.17E+00	1.22E+00	1.26E+00	1.29E+00	1.30E+00	1.30E+00
NO2	1.59E-02	2.85E-02	3.80E-02	5.39E-02	6.66E-02	8.88E-02	1.30E-01	1.62E-01	2.38E-01	3.11E-01	3.49E-01	4.12E-01	4.53E-01	4.76E-01	4.88E-01	5.01E-01	5.07E-01	5.07E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (Diesel) [9]																
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	0

Total Start Emission of PLB (Diesel) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (LPG) Start Emission Factor (g/trip)																	
NOx	1.53E+00	2.30E+00	3.66E+00	4.77E+00	5.63E+00	6.23E+00	6.58E+00	6.64E+00	6.62E+00	6.58E+00	6.53E+00	6.47E+00	6.39E+00	6.30E+00	6.20E+00	6.09E+00	5.96E+00	5.82E+00
NO	1.52E+00	2.29E+00	3.64E+00	4.75E+00	5.60E+00	6.20E+00	6.55E+00	6.61E+00	6.58E+00	6.55E+00	6.50E+00	6.43E+00	6.36E+00	6.27E+00	6.17E+00	6.05E+00	5.93E+00	5.79E+00
NO2	7.80E-03	1.18E-02	1.88E-02	2.44E-02	2.88E-02	3.19E-02	3.37E-02	3.40E-02	3.39E-02	3.37E-02	3.35E-02	3.31E-02	3.27E-02	3.23E-02	3.18E-02	3.12E-02	3.05E-02	2.98E-02
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (LPG) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	0	

Total Start Emission of PLB (LPG) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	0	min
Max. Idling Time for Adjusting Start Emission =	0	min

Hour	PLB (LPG)											PLB (LPG)										
	Frequenc y	**Cold Idling Emission Factor (g/s)**					**Cold Idling Emission (g) [1]**					**Frequenc y**	**Hot Idling Emission Factor (g/s)**					**Hot Idling Emission (g) [1]**				
		NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**		**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											0										

Average Distance from Starting Place to Egress =	4	m
Average Spread Distance outside bus terminus =	146	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [6]					Adjusted Start Emission outside bus terminus (g) [7]					Start Emission Rate outside bus terminus (g/s)				
	NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Running Emission - Terminating and Bypass Public Light Buses

Average Travelling Distance within bus terminus =	8	m
Average Travelling Speed =	10	km/h

Hour	PLB (Diesel + LPG)										
	Frequency	Running Emission Factor (g/km·vehicle)					Running Emission (g)				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	9.42E-03	7.67E-03	1.74E-03	3.90E-04	3.58E-04
0700 - 0800	7	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	6.59E-02	5.37E-02	1.22E-02	2.73E-03	2.51E-03
0800 - 0900	11	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	1.04E-01	8.44E-02	1.92E-02	4.29E-03	3.94E-03
0900 - 1000	9	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	8.47E-02	6.91E-02	1.57E-02	3.51E-03	3.23E-03
1000 - 1100	7	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	6.59E-02	5.37E-02	1.22E-02	2.73E-03	2.51E-03
1100 - 1200	7	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	6.59E-02	5.37E-02	1.22E-02	2.73E-03	2.51E-03
1200 - 1300	6	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	5.65E-02	4.60E-02	1.05E-02	2.34E-03	2.15E-03
1300 - 1400	7	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	6.59E-02	5.37E-02	1.22E-02	2.73E-03	2.51E-03
1400 - 1500	7	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	6.59E-02	5.37E-02	1.22E-02	2.73E-03	2.51E-03
1500 - 1600	9	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	8.47E-02	6.91E-02	1.57E-02	3.51E-03	3.23E-03
1600 - 1700	9	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	8.47E-02	6.91E-02	1.57E-02	3.51E-03	3.23E-03
1700 - 1800	9	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	8.47E-02	6.91E-02	1.57E-02	3.51E-03	3.23E-03
1800 - 1900	8	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	7.53E-02	6.14E-02	1.39E-02	3.12E-03	2.87E-03
1900 - 2000	10	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	9.42E-02	7.67E-02	1.74E-02	3.90E-03	3.58E-03
2000 - 2100	9	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	8.47E-02	6.91E-02	1.57E-02	3.51E-03	3.23E-03
2100 - 2200	7	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	6.59E-02	5.37E-02	1.22E-02	2.73E-03	2.51E-03
2200 - 2300	9	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	8.47E-02	6.91E-02	1.57E-02	3.51E-03	3.23E-03
2300 - 2400	5	1.18E+00	9.59E-01	2.18E-01	4.87E-02	4.48E-02	4.71E-02	3.84E-02	8.71E-03	1.95E-03	1.79E-03
Daily Total	137										

Idling Emission - Bypass Public Light Buses

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7	
Idling Time for Bypass Public Light Buses	3	min

Hour	PLB (Diesel)										PLB (LPG)									
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.21E-01	8.73E-02	3.39E-02	1.44E-03	1.44E-03	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
0800 - 0900	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	9.70E-01	6.98E-01	2.72E-01	1.15E-02	1.15E-02	3	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	3.21E+00	3.19E+00	1.64E-02	6.14E-03	6.14E-03
0900 - 1000	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1000 - 1100	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1100 - 1200	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1200 - 1300	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	4.85E-01	3.49E-01	1.36E-01	5.76E-03	5.76E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1300 - 1400	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1400 - 1500	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1500 - 1600	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1600 - 1700	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1700 - 1800	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1800 - 1900	6	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	7.27E-01	5.24E-01	2.04E-01	8.65E-03	8.65E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1900 - 2000	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	3	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	3.21E+00	3.19E+00	1.64E-02	6.14E-03	6.14E-03
2000 - 2100	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
2100 - 2200	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
2200 - 2300	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
2300 - 2400	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	4.85E-01	3.49E-01	1.36E-01	5.76E-03	5.76E-03	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.07E+00	1.06E+00	5.46E-03	2.05E-03	2.05E-03
Daily Total	102											35										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [8]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1.31E-01	9.50E-02	3.57E-02	1.83E-03	1.80E-03	3.63E-05	2.64E-05	9.91E-06	5.09E-07	5.00E-07
0700 - 0800	2.81E+00	2.62E+00	1.93E-01	1.40E-02	1.38E-02	7.81E-04	7.27E-04	5.36E-05	3.90E-06	3.84E-06
0800 - 0900	4.28E+00	3.97E+00	3.07E-01	2.20E-02	2.16E-02	1.19E-03	1.10E-03	8.53E-05	6.10E-06	6.00E-06
0900 - 1000	3.07E+00	2.81E+00	2.64E-01	1.77E-02	1.74E-02	8.53E-04	7.80E-04	7.34E-05	4.91E-06	4.84E-06
1000 - 1100	2.81E+00	2.62E+00	1.93E-01	1.40E-02	1.38E-02	7.81E-04	7.27E-04	5.36E-05	3.90E-06	3.84E-06
1100 - 1200	2.81E+00	2.62E+00	1.93E-01	1.40E-02	1.38E-02	7.81E-04	7.27E-04	5.36E-05	3.90E-06	3.84E-06
1200 - 1300	2.68E+00	2.52E+00	1.57E-01	1.22E-02	1.20E-02	7.44E-04	7.01E-04	4.37E-05	3.39E-06	3.34E-06
1300 - 1400	2.81E+00	2.62E+00	1.93E-01	1.40E-02	1.38E-02	7.81E-04	7.27E-04	5.36E-05	3.90E-06	3.84E-06
1400 - 1500	2.81E+00	2.62E+00	1.93E-01	1.40E-02	1.38E-02	7.81E-04	7.27E-04	5.36E-05	3.90E-06	3.84E-06
1500 - 1600	3.07E+00	2.81E+00	2.64E-01	1.77E-02	1.74E-02	8.53E-04	7.80E-04	7.34E-05	4.91E-06	4.84E-06
1600 - 1700	3.07E+00	2.81E+00	2.64E-01	1.77E-02	1.74E-02	8.53E-04	7.80E-04	7.34E-05	4.91E-06	4.84E-06
1700 - 1800	3.07E+00	2.81E+00	2.64E-01	1.77E-02	1.74E-02	8.53E-04	7.80E-04	7.34E-05	4.91E-06	4.84E-06
1800 - 1900	2.94E+00	2.71E+00	2.29E-01	1.59E-02	1.56E-02	8.17E-04	7.54E-04	6.35E-05	4.41E-06	4.34E-06
1900 - 2000	4.15E+00	3.88E+00	2.71E-01	2.01E-02	1.98E-02	1.15E-03	1.08E-03	7.54E-05	5.59E-06	5.50E-06
2000 - 2100	3.07E+00	2.81E+00	2.64E-01	1.77E-02	1.74E-02	8.53E-04	7.80E-04	7.34E-05	4.91E-06	4.84E-06
2100 - 2200	2.81E+00	2.62E+00	1.93E-01	1.40E-02	1.38E-02	7.81E-04	7.27E-04	5.36E-05	3.90E-06	3.84E-06
2200 - 2300	3.07E+00	2.81E+00	2.64E-01	1.77E-02	1.74E-02	8.53E-04	7.80E-04	7.34E-05	4.91E-06	4.84E-06
2300 - 2400	1.60E+00	1.45E+00	1.50E-01	9.76E-03	9.60E-03	4.45E-04	4.03E-04	4.17E-05	2.71E-06	2.67E-06
						max:	1.10E-03	8.53E-05	6.10E-06	6.00E-06

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.02	0.12	0.08	0.08
0.66	0.63	0.64	0.64
1.00	1.00	1.00	1.00
0.71	0.86	0.81	0.81
0.66	0.63	0.64	0.64
0.66	0.63	0.64	0.64
0.63	0.51	0.56	0.56
0.66	0.63	0.64	0.64
0.66	0.63	0.64	0.64
0.71	0.86	0.81	0.81
0.71	0.86	0.81	0.81
0.71	0.86	0.81	0.81
0.68	0.74	0.72	0.72
0.98	0.88	0.92	0.92
0.71	0.86	0.81	0.81
0.66	0.63	0.64	0.64
0.71	0.86	0.81	0.81
0.37	0.49	0.44	0.44

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of PLB (g) + Hot Idling Emission of PLB (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for LPG PLB

[4] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 150m]

Minimum value = 0 g

[7] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 150m]

Minimum value = 0 g

[8] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[9] The no. of trips are based on the information collected during the traffic surveys conducted by the traffic consultant.

[10] The idling times are based on the information collected during the traffic surveys conducted by the traffic consultant.

Peking Road Public Light Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 3rd Quarter

Temperature: 24 °C

Relative Humidity: 24 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																	
NOx	5.66E-02	1.02E-01	1.36E-01	1.93E-01	2.38E-01	3.17E-01	4.64E-01	5.78E-01	8.49E-01	1.11E+00	1.25E+00	1.47E+00	1.62E+00	1.70E+00	1.74E+00	1.79E+00	1.81E+00	1.81E+00
NO	4.07E-02	7.34E-02	9.79E-02	1.39E-01	1.71E-01	2.28E-01	3.34E-01	4.16E-01	6.11E-01	7.99E-01	8.97E-01	1.06E+00	1.17E+00	1.22E+00	1.26E+00	1.29E+00	1.30E+00	1.30E+00
NO2	1.59E-02	2.85E-02	3.80E-02	5.39E-02	6.66E-02	8.88E-02	1.30E-01	1.62E-01	2.38E-01	3.11E-01	3.49E-01	4.12E-01	4.53E-01	4.76E-01	4.88E-01	5.01E-01	5.07E-01	5.07E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (Diesel) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	0

Total Start Emission of PLB (Diesel) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (LPG) Start Emission Factor (g/trip)																	
NOx	1.47E+00	2.21E+00	3.51E+00	4.58E+00	5.40E+00	5.98E+00	6.32E+00	6.34E+00	6.31E+00	6.28E+00	6.23E+00	6.17E+00	6.10E+00	6.01E+00	5.92E+00	5.81E+00	5.69E+00	5.55E+00
NO	1.46E+00	2.20E+00	3.50E+00	4.55E+00	5.37E+00	5.95E+00	6.28E+00	6.31E+00	6.28E+00	6.25E+00	6.20E+00	6.14E+00	6.07E+00	5.98E+00	5.89E+00	5.78E+00	5.66E+00	5.52E+00
NO2	7.50E-03	1.13E-02	1.80E-02	2.34E-02	2.77E-02	3.06E-02	3.24E-02	3.25E-02	3.24E-02	3.22E-02	3.19E-02	3.16E-02	3.12E-02	3.08E-02	3.03E-02	2.98E-02	2.91E-02	2.84E-02
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (LPG) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	0	

Total Start Emission of PLB (LPG) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	0	min
Max. Idling Time for Adjusting Start Emission =	0	min

Hour	PLB (LPG)											PLB (LPG)										
	Frequenc	**Cold Idling Emission Factor (g/s)**					**Cold Idling Emission (g) [1]**					**Frequenc**	**Hot Idling Emission Factor (g/s)**					**Hot Idling Emission (g) [1]**				
	y	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**y**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	4.12E-03	4.10E-03	2.11E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											0										

Average Distance from Starting Place to Egress =	4	m
Average Spread Distance outside bus terminus =	146	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [6]					Adjusted Start Emission outside bus terminus (g) [7]					Start Emission Rate outside bus terminus (g/s)				
	NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Running Emission - Terminating and Bypass Public Light Buses

Average Travelling Distance within bus terminus =	8	m
Average Travelling Speed =	10	km/h

Hour	PLB (Diesel + LPG)										
	Frequency	Running Emission Factor (g/km·vehicle)					Running Emission (g)				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	9.78E-03	7.97E-03	1.81E-03	3.90E-04	3.58E-04
0700 - 0800	7	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	6.85E-02	5.58E-02	1.27E-02	2.73E-03	2.51E-03
0800 - 0900	11	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	1.08E-01	8.77E-02	1.99E-02	4.29E-03	3.94E-03
0900 - 1000	9	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	8.80E-02	7.17E-02	1.63E-02	3.51E-03	3.23E-03
1000 - 1100	7	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	6.85E-02	5.58E-02	1.27E-02	2.73E-03	2.51E-03
1100 - 1200	7	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	6.85E-02	5.58E-02	1.27E-02	2.73E-03	2.51E-03
1200 - 1300	6	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	5.87E-02	4.78E-02	1.09E-02	2.34E-03	2.15E-03
1300 - 1400	7	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	6.85E-02	5.58E-02	1.27E-02	2.73E-03	2.51E-03
1400 - 1500	7	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	6.85E-02	5.58E-02	1.27E-02	2.73E-03	2.51E-03
1500 - 1600	9	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	8.80E-02	7.17E-02	1.63E-02	3.51E-03	3.23E-03
1600 - 1700	9	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	8.80E-02	7.17E-02	1.63E-02	3.51E-03	3.23E-03
1700 - 1800	9	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	8.80E-02	7.17E-02	1.63E-02	3.51E-03	3.23E-03
1800 - 1900	8	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	7.83E-02	6.38E-02	1.45E-02	3.12E-03	2.87E-03
1900 - 2000	10	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	9.78E-02	7.97E-02	1.81E-02	3.90E-03	3.58E-03
2000 - 2100	9	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	8.80E-02	7.17E-02	1.63E-02	3.51E-03	3.23E-03
2100 - 2200	7	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	6.85E-02	5.58E-02	1.27E-02	2.73E-03	2.51E-03
2200 - 2300	9	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	8.80E-02	7.17E-02	1.63E-02	3.51E-03	3.23E-03
2300 - 2400	5	1.22E+00	9.96E-01	2.27E-01	4.87E-02	4.48E-02	4.89E-02	3.98E-02	9.06E-03	1.95E-03	1.79E-03
Daily Total	137										

Idling Emission - Bypass Public Light Buses

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7	
Idling Time for Bypass Public Light Buses	3	min

Hour	PLB (Diesel)										PLB (LPG)									
	Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)					Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.21E-01	8.73E-02	3.40E-02	1.44E-03	1.44E-03	0	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
0800 - 0900	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	9.70E-01	6.98E-01	2.72E-01	1.15E-02	1.15E-02	3	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	3.21E+00	3.19E+00	1.64E-02	6.14E-03	6.14E-03
0900 - 1000	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1000 - 1100	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1100 - 1200	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1200 - 1300	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	4.85E-01	3.49E-01	1.36E-01	5.76E-03	5.76E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1300 - 1400	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1400 - 1500	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1500 - 1600	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1600 - 1700	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1700 - 1800	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1800 - 1900	6	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	7.27E-01	5.24E-01	2.04E-01	8.65E-03	8.65E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1900 - 2000	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	3	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	3.21E+00	3.19E+00	1.64E-02	6.14E-03	6.14E-03
2000 - 2100	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
2100 - 2200	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
2200 - 2300	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02	2	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
2300 - 2400	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	4.85E-01	3.49E-01	1.36E-01	5.76E-03	5.76E-03	1	5.36E-03	5.33E-03	2.74E-05	1.03E-05	1.03E-05	1.07E+00	1.06E+00	5.47E-03	2.05E-03	2.05E-03
Daily Total	102											35										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [8]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1.31E-01	9.53E-02	3.58E-02	1.83E-03	1.80E-03	3.64E-05	2.65E-05	9.93E-06	5.09E-07	5.00E-07
0700 - 0800	2.81E+00	2.62E+00	1.93E-01	1.40E-02	1.38E-02	7.81E-04	7.28E-04	5.37E-05	3.90E-06	3.84E-06
0800 - 0900	4.29E+00	3.98E+00	3.08E-01	2.20E-02	2.16E-02	1.19E-03	1.10E-03	8.55E-05	6.10E-06	6.00E-06
0900 - 1000	3.08E+00	2.81E+00	2.65E-01	1.77E-02	1.74E-02	8.54E-04	7.81E-04	7.36E-05	4.91E-06	4.84E-06
1000 - 1100	2.81E+00	2.62E+00	1.93E-01	1.40E-02	1.38E-02	7.81E-04	7.28E-04	5.37E-05	3.90E-06	3.84E-06
1100 - 1200	2.81E+00	2.62E+00	1.93E-01	1.40E-02	1.38E-02	7.81E-04	7.28E-04	5.37E-05	3.90E-06	3.84E-06
1200 - 1300	2.68E+00	2.52E+00	1.58E-01	1.22E-02	1.20E-02	7.45E-04	7.01E-04	4.38E-05	3.39E-06	3.34E-06
1300 - 1400	2.81E+00	2.62E+00	1.93E-01	1.40E-02	1.38E-02	7.81E-04	7.28E-04	5.37E-05	3.90E-06	3.84E-06
1400 - 1500	2.81E+00	2.62E+00	1.93E-01	1.40E-02	1.38E-02	7.81E-04	7.28E-04	5.37E-05	3.90E-06	3.84E-06
1500 - 1600	3.08E+00	2.81E+00	2.65E-01	1.77E-02	1.74E-02	8.54E-04	7.81E-04	7.36E-05	4.91E-06	4.84E-06
1600 - 1700	3.08E+00	2.81E+00	2.65E-01	1.77E-02	1.74E-02	8.54E-04	7.81E-04	7.36E-05	4.91E-06	4.84E-06
1700 - 1800	3.08E+00	2.81E+00	2.65E-01	1.77E-02	1.74E-02	8.54E-04	7.81E-04	7.36E-05	4.91E-06	4.84E-06
1800 - 1900	2.94E+00	2.72E+00	2.29E-01	1.59E-02	1.56E-02	8.18E-04	7.54E-04	6.37E-05	4.41E-06	4.34E-06
1900 - 2000	4.15E+00	3.88E+00	2.72E-01	2.01E-02	1.98E-02	1.15E-03	1.08E-03	7.56E-05	5.59E-06	5.50E-06
2000 - 2100	3.08E+00	2.81E+00	2.65E-01	1.77E-02	1.74E-02	8.54E-04	7.81E-04	7.36E-05	4.91E-06	4.84E-06
2100 - 2200	2.81E+00	2.62E+00	1.93E-01	1.40E-02	1.38E-02	7.81E-04	7.28E-04	5.37E-05	3.90E-06	3.84E-06
2200 - 2300	3.08E+00	2.81E+00	2.65E-01	1.77E-02	1.74E-02	8.54E-04	7.81E-04	7.36E-05	4.91E-06	4.84E-06
2300 - 2400	1.60E+00	1.45E+00	1.50E-01	9.76E-03	9.60E-03	4.45E-04	4.04E-04	4.18E-05	2.71E-06	2.67E-06
						max:	1.10E-03	8.55E-05	6.10E-06	6.00E-06

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.02	0.12	0.08	0.08
0.66	0.63	0.64	0.64
1.00	1.00	1.00	1.00
0.71	0.86	0.81	0.81
0.66	0.63	0.64	0.64
0.66	0.63	0.64	0.64
0.63	0.51	0.56	0.56
0.66	0.63	0.64	0.64
0.66	0.63	0.64	0.64
0.71	0.86	0.81	0.81
0.71	0.86	0.81	0.81
0.71	0.86	0.81	0.81
0.68	0.74	0.72	0.72
0.98	0.88	0.92	0.92
0.71	0.86	0.81	0.81
0.66	0.63	0.64	0.64
0.71	0.86	0.81	0.81
0.37	0.49	0.44	0.44

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of PLB (g) + Hot Idling Emission of PLB (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for LPG PLB

[4] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 150m]

Minimum value = 0 g

[7] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 150m]

Minimum value = 0 g

[8] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[9] The no. of trips are based on the information collected during the traffic surveys conducted by the traffic consultant.

[10] The idling times are based on the information collected during the traffic surveys conducted by the traffic consultant.

Peking Road Public Light Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 4th Quarter

Temperature: 12 °C

Relative Humidity: 18 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																	
NOx	5.66E-02	1.02E-01	1.36E-01	1.93E-01	2.38E-01	3.17E-01	4.64E-01	5.78E-01	8.49E-01	1.11E+00	1.25E+00	1.47E+00	1.62E+00	1.70E+00	1.74E+00	1.79E+00	1.81E+00	1.81E+00
NO	4.07E-02	7.34E-02	9.79E-02	1.39E-01	1.71E-01	2.28E-01	3.34E-01	4.16E-01	6.11E-01	7.99E-01	8.97E-01	1.06E+00	1.17E+00	1.22E+00	1.26E+00	1.29E+00	1.30E+00	1.30E+00
NO2	1.59E-02	2.85E-02	3.80E-02	5.39E-02	6.66E-02	8.88E-02	1.30E-01	1.62E-01	2.38E-01	3.11E-01	3.49E-01	4.12E-01	4.53E-01	4.76E-01	4.88E-01	5.01E-01	5.07E-01	5.07E-01
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (Diesel) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																	Daily Total	0

Total Start Emission of PLB (Diesel) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	0	min
Max. Idling Time for Adjusting Start Emission =	0	min

Hour	PLB (Diesel)										PLB (Diesel)									
	Frequenc	Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequenc	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g) [1]				
	y	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	y	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											0										

Average Distance from Starting Place to Egress =	4	m
Average Spread Distance outside bus terminus =	696	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [4]					Adjusted Start Emission outside bus terminus (g) [5]					Start Emission Rate outside bus terminus (g/s)				
	NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7

	Public Light Buses (PLB) (LPG) Start Emission Factor (g/trip)																	
NOx	1.66E+00	2.51E+00	3.99E+00	5.20E+00	6.13E+00	6.79E+00	7.17E+00	7.31E+00	7.29E+00	7.25E+00	7.19E+00	7.12E+00	7.04E+00	6.94E+00	6.83E+00	6.70E+00	6.56E+00	6.41E+00
NO	1.66E+00	2.50E+00	3.97E+00	5.17E+00	6.10E+00	6.75E+00	7.14E+00	7.28E+00	7.25E+00	7.21E+00	7.15E+00	7.09E+00	7.00E+00	6.90E+00	6.79E+00	6.67E+00	6.53E+00	6.37E+00
NO2	8.50E-03	1.28E-02	2.04E-02	2.66E-02	3.14E-02	3.48E-02	3.67E-02	3.75E-02	3.73E-02	3.71E-02	3.68E-02	3.65E-02	3.61E-02	3.56E-02	3.50E-02	3.43E-02	3.36E-02	3.28E-02
RSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
FSP	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Soaking Time (min) / Hour	No. of Trips of PLB (LPG) [9]																	
	5	**10**	**20**	**30**	**40**	**50**	**60**	**120**	**180**	**240**	**300**	**360**	**420**	**480**	**540**	**600**	**660**	**720**
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																Daily Total	0	

Total Start Emission of PLB (LPG) (g)					
NOx	**NO**	**NO2**	**RSP**	**FSP**
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Remark:
[1] Number of cold starts were derived based on on-site observations at the PTIs and operators' published schedules, while sitting time were obtained based on on-site observations at PTIs.
[2] Population ratio of PLB (Diesel) to PLB (LPG) was extracted from Year 2029 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	0	min
Max. Idling Time for Adjusting Start Emission =	0	min

Hour	PLB (LPG)											PLB (LPG)										
	Frequenc y	**Cold Idling Emission Factor (g/s)**					**Cold Idling Emission (g) [1]**					**Frequenc y**	**Hot Idling Emission Factor (g/s)**					**Hot Idling Emission (g) [1]**				
		NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**		**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0	4.12E-03	4.10E-03	2.10E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
Daily Total	0											0										

Average Distance from Starting Place to Egress =	4	m
Average Spread Distance outside bus terminus =	146	m

Hour	Total Idling Emission (g) [2]					Idling Emission for Start Emission Adjustment (g) [3]					Adjusted Start Emission within bus terminus (g) [6]					Adjusted Start Emission outside bus terminus (g) [7]					Start Emission Rate outside bus terminus (g/s)				
	NOx	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**	**NOx**	**NO**	**NO_2**	**RSP**	**FSP**
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0800 - 0900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0900 - 1000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1000 - 1100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1100 - 1200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1200 - 1300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1300 - 1400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1400 - 1500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1500 - 1600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1600 - 1700	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1700 - 1800	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1800 - 1900	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
1900 - 2000	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2000 - 2100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2100 - 2200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2200 - 2300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
2300 - 2400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

Running Emission - Terminating and Bypass Public Light Buses

Average Travelling Distance within bus terminus =	8	m
Average Travelling Speed =	10	km/h

Hour	Frequency	PLB (Diesel + LPG) Running Emission Factor (g/km·vehicle)					Running Emission (g)				
		NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
0000 - 0100	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.07E-02	8.82E-03	1.90E-03	3.90E-04	3.58E-04
0700 - 0800	7	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	7.51E-02	6.17E-02	1.33E-02	2.73E-03	2.51E-03
0800 - 0900	11	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.18E-01	9.70E-02	2.09E-02	4.29E-03	3.94E-03
0900 - 1000	9	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	9.65E-02	7.94E-02	1.71E-02	3.51E-03	3.23E-03
1000 - 1100	7	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	7.51E-02	6.17E-02	1.33E-02	2.73E-03	2.51E-03
1100 - 1200	7	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	7.51E-02	6.17E-02	1.33E-02	2.73E-03	2.51E-03
1200 - 1300	6	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	6.43E-02	5.29E-02	1.14E-02	2.34E-03	2.15E-03
1300 - 1400	7	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	7.51E-02	6.17E-02	1.33E-02	2.73E-03	2.51E-03
1400 - 1500	7	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	7.51E-02	6.17E-02	1.33E-02	2.73E-03	2.51E-03
1500 - 1600	9	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	9.65E-02	7.94E-02	1.71E-02	3.51E-03	3.23E-03
1600 - 1700	9	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	9.65E-02	7.94E-02	1.71E-02	3.51E-03	3.23E-03
1700 - 1800	9	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	9.65E-02	7.94E-02	1.71E-02	3.51E-03	3.23E-03
1800 - 1900	8	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	8.58E-02	7.06E-02	1.52E-02	3.12E-03	2.87E-03
1900 - 2000	10	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	1.07E-01	8.82E-02	1.90E-02	3.90E-03	3.58E-03
2000 - 2100	9	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	9.65E-02	7.94E-02	1.71E-02	3.51E-03	3.23E-03
2100 - 2200	7	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	7.51E-02	6.17E-02	1.33E-02	2.73E-03	2.51E-03
2200 - 2300	9	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	9.65E-02	7.94E-02	1.71E-02	3.51E-03	3.23E-03
2300 - 2400	5	1.34E+00	1.10E+00	2.38E-01	4.87E-02	4.48E-02	5.36E-02	4.41E-02	9.52E-03	1.95E-03	1.79E-03
Daily Total	137										

Idling Emission - Bypass Public Light Buses

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	2.7	
Idling Time for Bypass Public Light Buses	3	min

Hour	PLB (Diesel) Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	1.21E-01	8.73E-02	3.39E-02	1.44E-03	1.44E-03
0700 - 0800	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03
0800 - 0900	8	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	9.70E-01	6.98E-01	2.72E-01	1.15E-02	1.15E-02
0900 - 1000	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02
1000 - 1100	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03
1100 - 1200	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03
1200 - 1300	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	4.85E-01	3.49E-01	1.36E-01	5.76E-03	5.76E-03
1300 - 1400	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03
1400 - 1500	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03
1500 - 1600	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02
1600 - 1700	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02
1700 - 1800	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02
1800 - 1900	6	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	7.27E-01	5.24E-01	2.04E-01	8.65E-03	8.65E-03
1900 - 2000	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02
2000 - 2100	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02
2100 - 2200	5	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	6.06E-01	4.36E-01	1.70E-01	7.21E-03	7.21E-03
2200 - 2300	7	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	8.49E-01	6.11E-01	2.38E-01	1.01E-02	1.01E-02
2300 - 2400	4	6.08E-04	4.37E-04	1.70E-04	7.22E-06	7.22E-06	4.85E-01	3.49E-01	1.36E-01	5.76E-03	5.76E-03
Daily Total	102										

Hour	PLB (LPG) Frequency	Hot Idling Emission Factor (g/s)					Hot Idling Emission (g)				
		NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	0	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0700 - 0800	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
0800 - 0900	3	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	3.21E+00	3.19E+00	1.63E-02	6.14E-03	6.14E-03
0900 - 1000	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1000 - 1100	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1100 - 1200	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1200 - 1300	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1300 - 1400	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1400 - 1500	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1500 - 1600	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1600 - 1700	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1700 - 1800	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1800 - 1900	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
1900 - 2000	3	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	3.21E+00	3.19E+00	1.63E-02	6.14E-03	6.14E-03
2000 - 2100	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
2100 - 2200	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
2200 - 2300	2	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	2.14E+00	2.13E+00	1.09E-02	4.09E-03	4.09E-03
2300 - 2400	1	5.36E-03	5.33E-03	2.72E-05	1.03E-05	1.03E-05	1.07E+00	1.06E+00	5.44E-03	2.05E-03	2.05E-03
Daily Total	35										

Total Hourly Emission

Hour	Total Emission inside bus terminus (g) (Running + Idling + Start) [8]					Total Emission Rate (g/s)				
	NOx	NO	NO_2	RSP	FSP	NOx	NO	NO_2	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0600 - 0700	1.32E-01	9.61E-02	3.59E-02	1.83E-03	1.80E-03	3.67E-05	2.67E-05	9.96E-06	5.09E-07	5.00E-07
0700 - 0800	2.82E+00	2.63E+00	1.94E-01	1.40E-02	1.38E-02	7.83E-04	7.29E-04	5.39E-05	3.90E-06	3.84E-06
0800 - 0900	4.30E+00	3.99E+00	3.09E-01	2.20E-02	2.16E-02	1.19E-03	1.11E-03	8.58E-05	6.10E-06	6.00E-06
0900 - 1000	3.08E+00	2.82E+00	2.66E-01	1.77E-02	1.74E-02	8.57E-04	7.83E-04	7.38E-05	4.91E-06	4.84E-06
1000 - 1100	2.82E+00	2.63E+00	1.94E-01	1.40E-02	1.38E-02	7.83E-04	7.29E-04	5.39E-05	3.90E-06	3.84E-06
1100 - 1200	2.82E+00	2.63E+00	1.94E-01	1.40E-02	1.38E-02	7.83E-04	7.29E-04	5.39E-05	3.90E-06	3.84E-06
1200 - 1300	2.69E+00	2.53E+00	1.58E-01	1.22E-02	1.20E-02	7.47E-04	7.03E-04	4.39E-05	3.39E-06	3.34E-06
1300 - 1400	2.82E+00	2.63E+00	1.94E-01	1.40E-02	1.38E-02	7.83E-04	7.29E-04	5.39E-05	3.90E-06	3.84E-06
1400 - 1500	2.82E+00	2.63E+00	1.94E-01	1.40E-02	1.38E-02	7.83E-04	7.29E-04	5.39E-05	3.90E-06	3.84E-06
1500 - 1600	3.08E+00	2.82E+00	2.66E-01	1.77E-02	1.74E-02	8.57E-04	7.83E-04	7.38E-05	4.91E-06	4.84E-06
1600 - 1700	3.08E+00	2.82E+00	2.66E-01	1.77E-02	1.74E-02	8.57E-04	7.83E-04	7.38E-05	4.91E-06	4.84E-06
1700 - 1800	3.08E+00	2.82E+00	2.66E-01	1.77E-02	1.74E-02	8.57E-04	7.83E-04	7.38E-05	4.91E-06	4.84E-06
1800 - 1900	2.95E+00	2.72E+00	2.30E-01	1.59E-02	1.56E-02	8.20E-04	7.56E-04	6.38E-05	4.41E-06	4.34E-06
1900 - 2000	4.16E+00	3.89E+00	2.73E-01	2.01E-02	1.98E-02	1.16E-03	1.08E-03	7.58E-05	5.59E-06	5.50E-06
2000 - 2100	3.08E+00	2.82E+00	2.66E-01	1.77E-02	1.74E-02	8.57E-04	7.83E-04	7.38E-05	4.91E-06	4.84E-06
2100 - 2200	2.82E+00	2.63E+00	1.94E-01	1.40E-02	1.38E-02	7.83E-04	7.29E-04	5.39E-05	3.90E-06	3.84E-06
2200 - 2300	3.08E+00	2.82E+00	2.66E-01	1.77E-02	1.74E-02	8.57E-04	7.83E-04	7.38E-05	4.91E-06	4.84E-06
2300 - 2400	1.61E+00	1.46E+00	1.51E-01	9.76E-03	9.60E-03	4.47E-04	4.05E-04	4.19E-05	2.71E-06	2.67E-06
						max: 1.11E-03	8.58E-05	6.10E-06	6.00E-06	

PTI opening hourly emission factor

NO	NO_2	RSP	FSP
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00
0.02	0.12	0.08	0.08
0.66	0.63	0.64	0.64
1.00	1.00	1.00	1.00
0.71	0.86	0.81	0.81
0.66	0.63	0.64	0.64
0.66	0.63	0.64	0.64
0.63	0.51	0.56	0.56
0.66	0.63	0.64	0.64
0.66	0.63	0.64	0.64
0.71	0.86	0.81	0.81
0.71	0.86	0.81	0.81
0.71	0.86	0.81	0.81
0.68	0.74	0.72	0.72
0.98	0.88	0.92	0.92
0.71	0.86	0.81	0.81
0.66	0.63	0.64	0.64
0.71	0.86	0.81	0.81
0.37	0.49	0.44	0.44

Remarks:

[1] Idling Emission (g) = Idling Emission Factor (g/s) * Actual Idling time (min) * 60 * Frequency

[2] Total Idling Emission (g) = Cold Idling Emission of PLB (g) + Hot Idling Emission of PLB (g)

[3] If Actual Idling Time ≤ 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Actual Idling Time (min)

If Actual Idling Time > 1 min, Idling Emission for Start Emission Adjustment (g) = Idling rate (g/min) * Maximum Duration for Adjusting Start Emission "K" (min)

Where Idling rate (g/min) = Total Idling Emission (g) / Idling Time (min), and "K" = 1 min for LPG PLB

[4] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 700m]

Minimum value = 0 g

[5] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (Diesel) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 700m]

Minimum value = 0 g

[6] Adjusted Start Emission within bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Distance from Starting Place to Egress (m) / 150m]

Minimum value = 0 g

[7] Adjusted Start Emission outside bus terminus (g) = [Total Start Emission of PLB (LPG) (g) - Idling Emission for Start Emission Adjustment (g)] * [Average Spread Distance outside bus terminus (m) / 150m]

Minimum value = 0 g

[8] Total Emission Inside bus terminus (g) = Total Running Emission (g) + Idling Emission (g) + Adjusted Start Emission within bus terminus (g)

[9] The no. of trips are based on the information collected during the traffic surveys conducted by the traffic consultant.

[10] The idling times are based on the information collected during the traffic surveys conducted by the traffic consultant.

Idling Emission Factors

Minimum Hourly Temperature and Relative Humidity for 1st Quarter
Temperature: 13 °C
Relative Humidity: 32 %

FBSD

NO2/NOx Ratio [1] = 0.09 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2] [5]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	1.17E-02	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	2.31E-02	2.10E-02	2.16E-03	1.63E-05	2.03E-03	1.84E-03	1.89E-04	1.63E-05
Euro IV	0%	5.73E-02	5.56E-05	2.09E-03	5.56E-05										
Euro V	39%	4.74E-02	2.78E-05	3.25E-03	2.78E-05										
Euro VI	61%	7.70E-03	2.78E-06	4.86E-04	2.78E-06										

FBDD

NO2/NOx Ratio [1] = 0.06 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	7.37E-02	3.58E-04	1.17E-02	3.58E-04	1.2	1.3	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.70E-03	3.48E-03	2.17E-04	3.09E-05
Euro IV	0%	1.54E-01	5.56E-05	2.09E-03	5.56E-05										
Euro V	68%	1.54E-01	2.78E-05	3.25E-03	2.78E-05										
Euro VI	32%	2.25E-02	2.78E-06	4.86E-04	2.78E-06										

NFB6

NO2/NOx Ratio [1] = 0.28 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	1.17E-02	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	1.44E-03	1.04E-03	4.04E-04	9.98E-06	1.34E-03	9.63E-04	3.74E-04	9.98E-06
Euro IV	0%	2.09E-03	5.56E-05	2.09E-03	5.56E-05										
Euro V	20%	3.25E-03	2.78E-05	3.25E-03	2.78E-05										
Euro VI	80%	1.00E-03	2.78E-06	4.86E-04	2.78E-06										

NFB7

NO2/NOx Ratio [1] = 0.33 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	1.17E-02	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	6.94E-03	4.65E-03	2.29E-03	9.14E-06	1.24E-03	8.34E-04	4.11E-04	9.14E-06
Euro IV	0%	5.73E-02	5.56E-05	2.09E-03	5.56E-05										
Euro V	17%	3.25E-03	2.78E-05	3.25E-03	2.78E-05										
Euro VI	83%	7.70E-03	2.78E-06	4.86E-04	2.78E-06										

NFB8

NO2/NOx Ratio [1] = 0.20 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [5]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro IV	0%	5.73E-02	5.56E-05	2.09E-03	5.56E-05	1.0	1.3	1.57E-02	1.25E-02	3.17E-03	1.01E-05	1.35E-03	1.08E-03	2.74E-04	1.01E-05
Euro V	20%	4.74E-02	2.78E-05	3.25E-03	2.78E-05										
Euro VI	80%	7.70E-03	2.78E-06	4.86E-04	2.78E-06										

PLB (Diesel)

NO2/NOx Ratio [1] = 0.28 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2][10]	PM (g/s) [6]	NOx (g/s) [11]	PM (g/s) [12]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro IV	0%	1.01E-03	4.44E-05	1.01E-03	4.44E-05	-	1.3	1.00E-03	7.20E-04	2.80E-04	7.22E-06	6.08E-04	4.37E-04	1.70E-04	7.22E-06
Euro V	17%	1.00E-03	5.56E-06	1.00E-03	5.56E-06										
Euro VI	83%	1.00E-03	5.56E-06	3.56E-04	5.56E-06										

PLB (LPG)

NO2/NOx Ratio [1] = 0.01 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [13]	PM (g/s) [14]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	4%	9.20E-03	2.78E-05	9.20E-03	2.78E-05	-	1.3	4.12E-03	4.10E-03	2.09E-05	1.03E-05	5.36E-03	5.33E-03	2.72E-05	1.03E-05
Euro IV	4%	3.90E-03	4.44E-05	3.90E-03	4.44E-05										
Euro V	92%	3.90E-03	5.56E-06	3.90E-03	5.56E-06										

Remarks:

(1) NO2/NOx ratio, at the respective running speed, was calculated based on emission factors extracted from EMFAC-HK.

(2) NOx cold idling emission factors were referenced to *Calculation of Strat Emissions in Air Quality Impact Assessment* published by EPD.

(3) Reference made to Table 45 of *Road Tunnels: Vehicles Emissions and Air Demand for Ventilation* (VEADV) published by World Road Association.

(4) Reference made to Table 46 of VEADV.

(5) Due to lack of information, NOx cold idling emission factor for Euro III FBSD was referenced to the corresponding hot idling emission factor.

(6) Due to lack of information, PM cold idlin emission factor were referenced to the corresponding hot idling emission factor.

(7) Reference made to Table 27 of VEADV.

(8) Reference made to the approved *Liantand / Heung Yuen Wai Boundary Control Point and Associated Works EIA Report.*

(9) All RSP emissions were assumed for FSP as a conservative approach.

Idling Emission Factors

Minimum Hourly Temperature and Relative Humidity for 2nd Quarter
Temperature: 20 °C
Relative Humidity: 47 %

FBSD

NO2/NOx Ratio [1] = 0.09 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2] [5]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	1.17E-02	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	2.31E-02	2.10E-02	2.16E-03	1.63E-05	2.03E-03	1.84E-03	1.89E-04	1.63E-05
Euro IV	0%	5.73E-02	5.56E-05	2.09E-03	5.56E-05										
Euro V	39%	4.74E-02	2.78E-05	3.25E-03	2.78E-05										
Euro VI	61%	7.70E-03	2.78E-06	4.86E-04	2.78E-06										

FBDD

NO2/NOx Ratio [1] = 0.06 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	7.37E-02	3.58E-04	1.17E-02	3.58E-04	1.2	1.3	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.70E-03	3.48E-03	2.17E-04	3.09E-05
Euro IV	0%	1.54E-01	5.56E-05	2.09E-03	5.56E-05										
Euro V	68%	1.54E-01	2.78E-05	3.25E-03	2.78E-05										
Euro VI	32%	2.25E-02	2.78E-06	4.86E-04	2.78E-06										

NFB6

NO2/NOx Ratio [1] = 0.28 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	1.17E-02	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	1.44E-03	1.04E-03	4.04E-04	9.98E-06	1.34E-03	9.63E-04	3.74E-04	9.98E-06
Euro IV	0%	2.09E-03	5.56E-05	2.09E-03	5.56E-05										
Euro V	20%	3.25E-03	2.78E-05	3.25E-03	2.78E-05										
Euro VI	80%	1.00E-03	2.78E-06	4.86E-04	2.78E-06										

NFB7

NO2/NOx Ratio [1] = 0.33 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	1.17E-02	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	6.94E-03	4.65E-03	2.29E-03	9.14E-06	1.24E-03	8.34E-04	4.11E-04	9.14E-06
Euro IV	0%	5.73E-02	5.56E-05	2.09E-03	5.56E-05										
Euro V	17%	3.25E-03	2.78E-05	3.25E-03	2.78E-05										
Euro VI	83%	7.70E-03	2.78E-06	4.86E-04	2.78E-06										

NFB8

NO2/NOx Ratio [1] = 0.20 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [5]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro IV	0%	5.73E-02	5.56E-05	2.09E-03	5.56E-05	1.0	1.3	1.57E-02	1.25E-02	3.17E-03	1.01E-05	1.35E-03	1.08E-03	2.74E-04	1.01E-05
Euro V	20%	4.74E-02	2.78E-05	3.25E-03	2.78E-05										
Euro VI	80%	7.70E-03	2.78E-06	4.86E-04	2.78E-06										

PLB (Diesel)

NO2/NOx Ratio [1] = 0.28 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2][10]	PM (g/s) [6]	NOx (g/s) [11]	PM (g/s) [12]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro IV	0%	1.01E-03	4.44E-05	1.01E-03	4.44E-05	-	1.3	1.00E-03	7.20E-04	2.80E-04	7.22E-06	6.08E-04	4.37E-04	1.70E-04	7.22E-06
Euro V	17%	1.00E-03	5.56E-06	1.00E-03	5.56E-06										
Euro VI	83%	1.00E-03	5.56E-06	3.56E-04	5.56E-06										

PLB (LPG)

NO2/NOx Ratio [1] = 0.01 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [13]	PM (g/s) [14]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	4%	9.20E-03	2.78E-05	9.20E-03	2.78E-05	-	1.3	4.12E-03	4.10E-03	2.11E-05	1.03E-05	5.36E-03	5.33E-03	2.74E-05	1.03E-05
Euro IV	4%	3.90E-03	4.44E-05	3.90E-03	4.44E-05										
Euro V	92%	3.90E-03	5.56E-06	3.90E-03	5.56E-06										

Remarks:
(1) NO2/NOx ratio, at the respective running speed, was calculated based on emission factors extracted from EMFAC-HK.
(2) NOx cold idling emission factors were referenced to Calculation of Strat Emissions in Air Quality Impact Assessment published by EPD.
(3) Reference made to Table 45 of Road Tunnels: Vehicles Emissions and Air Demand for Ventilation (VEADV) published by World Road Association.
(4) Reference made to Table 46 of VEADV.
(5) Due to lack of information, NOx cold idling emission factor for Euro III FBSD was referenced to the corresponding hot idling emission factor.
(6) Due to lack of information, PM cold idlin emission factor were referenced to the corresponding hot idling emission factor.
(7) Reference made to Table 27 of VEADV.
(8) Reference made to the approved Liantand / Heung Yuen Wai Boundary Control Point and Associated Works EIA Report.
(9) All RSP emissions were assumed for FSP as a conservative approach.

Idling Emission Factors

Minimum Hourly Temperature and Relative Humidity for 3rd Quarter
Temperature: 24 °C
Relative Humidity: 24 %

FBSD

NO2/NOx Ratio [1] = 0.09 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2] [5]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	1.17E-02	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	2.31E-02	2.10E-02	2.16E-03	1.63E-05	2.03E-03	1.84E-03	1.89E-04	1.63E-05
Euro IV	0%	5.73E-02	5.56E-05	2.09E-03	5.56E-05										
Euro V	39%	4.74E-02	2.78E-05	3.25E-03	2.78E-05										
Euro VI	61%	7.70E-03	2.78E-06	4.86E-04	2.78E-06										

FBDD

NO2/NOx Ratio [1] = 0.06 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	7.37E-02	3.58E-04	1.17E-02	3.58E-04	1.2	1.3	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.70E-03	3.48E-03	2.17E-04	3.09E-05
Euro IV	0%	1.54E-01	5.56E-05	2.09E-03	5.56E-05										
Euro V	68%	1.54E-01	2.78E-05	3.25E-03	2.78E-05										
Euro VI	32%	2.25E-02	2.78E-06	4.86E-04	2.78E-06										

NFB6

NO2/NOx Ratio [1] = 0.28 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	1.17E-02	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	1.44E-03	1.04E-03	4.04E-04	9.98E-06	1.34E-03	9.63E-04	3.74E-04	9.98E-06
Euro IV	0%	2.09E-03	5.56E-05	2.09E-03	5.56E-05										
Euro V	20%	3.25E-03	2.78E-05	3.25E-03	2.78E-05										
Euro VI	80%	1.00E-03	2.78E-06	4.86E-04	2.78E-06										

NFB7

NO2/NOx Ratio [1] = 0.33 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	1.17E-02	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	6.94E-03	4.65E-03	2.29E-03	9.14E-06	1.24E-03	8.34E-04	4.11E-04	9.14E-06
Euro IV	0%	5.73E-02	5.56E-05	2.09E-03	5.56E-05										
Euro V	17%	3.25E-03	2.78E-05	3.25E-03	2.78E-05										
Euro VI	83%	7.70E-03	2.78E-06	4.86E-04	2.78E-06										

NFB8

NO2/NOx Ratio [1] = 0.20 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [5]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro IV	0%	5.73E-02	5.56E-05	2.09E-03	5.56E-05	1.0	1.3	1.57E-02	1.25E-02	3.17E-03	1.01E-05	1.35E-03	1.08E-03	2.74E-04	1.01E-05
Euro V	20%	4.74E-02	2.78E-05	3.25E-03	2.78E-05										
Euro VI	80%	7.70E-03	2.78E-06	4.86E-04	2.78E-06										

PLB (Diesel)

NO2/NOx Ratio [1] = 0.28 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2][10]	PM (g/s) [6]	NOx (g/s) [11]	PM (g/s) [12]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro IV	0%	1.01E-03	4.44E-05	1.01E-03	4.44E-05	-	1.3	1.00E-03	7.20E-04	2.80E-04	7.22E-06	6.08E-04	4.37E-04	1.70E-04	7.22E-06
Euro V	17%	1.00E-03	5.56E-06	1.00E-03	5.56E-06										
Euro VI	83%	1.00E-03	5.56E-06	3.56E-04	5.56E-06										

PLB (LPG)

NO2/NOx Ratio [1] = 0.01 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [13]	PM (g/s) [14]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	4%	9.20E-03	2.78E-05	9.20E-03	2.78E-05	-	1.3	4.12E-03	4.10E-03	2.11E-05	1.03E-05	5.36E-03	5.33E-03	2.74E-05	1.03E-05
Euro IV	4%	3.90E-03	4.44E-05	3.90E-03	4.44E-05										
Euro V	92%	3.90E-03	5.56E-06	3.90E-03	5.56E-06										

Remarks:
(1) NO2/NOx ratio, at the respective running speed, was calculated based on emission factors extracted from EMFAC-HK.
(2) NOx cold idling emission factors were referenced to Calculation of Strat Emissions in Air Quality Impact Assessment published by EPD.
(3) Reference made to Table 45 of Road Tunnels: Vehicles Emissions and Air Demand for Ventilation (VEADV) published by World Road Association.
(4) Reference made to Table 46 of VEADV.
(5) Due to lack of information, NOx cold idling emission factor for Euro III FBSD was referenced to the corresponding hot idling emission factor.
(6) Due to lack of information, PM cold idlin emission factor were referenced to the corresponding hot idling emission factor.
(7) Reference made to Table 27 of VEADV.
(8) Reference made to the approved Liantand / Heung Yuen Wai Boundary Control Point and Associated Works EIA Report.
(9) All RSP emissions were assumed for FSP as a conservative approach.

Idling Emission Factors

Minimum Hourly Temperature and Relative Humidity for 4th Quarter
Temperature: 12 °C
Relative Humidity: 18 %

FBSD

NO2/NOx Ratio [1] = 0.09 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2] [5]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	1.17E-02	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	2.31E-02	2.10E-02	2.16E-03	1.63E-05	2.03E-03	1.84E-03	1.89E-04	1.63E-05
Euro IV	0%	5.73E-02	5.56E-05	2.09E-03	5.56E-05										
Euro V	39%	4.74E-02	2.78E-05	3.25E-03	2.78E-05										
Euro VI	61%	7.70E-03	2.78E-06	4.86E-04	2.78E-06										

FBDD

NO2/NOx Ratio [1] = 0.06 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	7.37E-02	3.58E-04	1.17E-02	3.58E-04	1.2	1.3	1.12E-01	1.05E-01	6.57E-03	3.09E-05	3.70E-03	3.48E-03	2.17E-04	3.09E-05
Euro IV	0%	1.54E-01	5.56E-05	2.09E-03	5.56E-05										
Euro V	68%	1.54E-01	2.78E-05	3.25E-03	2.78E-05										
Euro VI	32%	2.25E-02	2.78E-06	4.86E-04	2.78E-06										

NFB6

NO2/NOx Ratio [1] = 0.28 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	1.17E-02	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	1.44E-03	1.04E-03	4.04E-04	9.98E-06	1.34E-03	9.63E-04	3.74E-04	9.98E-06
Euro IV	0%	2.09E-03	5.56E-05	2.09E-03	5.56E-05										
Euro V	20%	3.25E-03	2.78E-05	3.25E-03	2.78E-05										
Euro VI	80%	1.00E-03	2.78E-06	4.86E-04	2.78E-06										

NFB7

NO2/NOx Ratio [1] = 0.33 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [3]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	0%	1.17E-02	3.58E-04	1.17E-02	3.58E-04	1.0	1.3	6.94E-03	4.65E-03	2.29E-03	9.14E-06	1.24E-03	8.34E-04	4.11E-04	9.14E-06
Euro IV	0%	5.73E-02	5.56E-05	2.09E-03	5.56E-05										
Euro V	17%	3.25E-03	2.78E-05	3.25E-03	2.78E-05										
Euro VI	83%	7.70E-03	2.78E-06	4.86E-04	2.78E-06										

NFB8

NO2/NOx Ratio [1] = 0.20 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [5]	PM (g/s) [4]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro IV	0%	5.73E-02	5.56E-05	2.09E-03	5.56E-05	1.0	1.3	1.57E-02	1.25E-02	3.17E-03	1.01E-05	1.35E-03	1.08E-03	2.74E-04	1.01E-05
Euro V	20%	4.74E-02	2.78E-05	3.25E-03	2.78E-05										
Euro VI	80%	7.70E-03	2.78E-06	4.86E-04	2.78E-06										

PLB (Diesel)

NO2/NOx Ratio [1] = 0.28 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2][10]	PM (g/s) [6]	NOx (g/s) [11]	PM (g/s) [12]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro IV	0%	1.01E-03	4.44E-05	1.01E-03	4.44E-05	-	1.3	1.00E-03	7.20E-04	2.80E-04	7.22E-06	6.08E-04	4.37E-04	1.70E-04	7.22E-06
Euro V	17%	1.00E-03	5.56E-06	1.00E-03	5.56E-06										
Euro VI	83%	1.00E-03	5.56E-06	3.56E-04	5.56E-06										

PLB (LPG)

NO2/NOx Ratio [1] = 0.01 From EMFAC

Vehicle Emission Standard	Population	Idling Emission Factor				Mass Factor [7]	AC Factor [8]	Average Idling Emission Factor (g/s)							
		Cold Idling		Hot Idling				Cold Idling				Hot Idling			
	%	NOx (g/s) [2]	PM (g/s) [6]	NOx (g/s) [13]	PM (g/s) [14]			NOx	NO	NO2	RSP & FSP [9]	NOx	NO	NO2	RSP & FSP [9]
Euro III	4%	9.20E-03	2.78E-05	9.20E-03	2.78E-05	-	1.3	4.12E-03	4.10E-03	2.10E-05	1.03E-05	5.36E-03	5.33E-03	2.72E-05	1.03E-05
Euro IV	4%	3.90E-03	4.44E-05	3.90E-03	4.44E-05										
Euro V	92%	3.90E-03	5.56E-06	3.90E-03	5.56E-06										

Remarks:
(1) NO2/NOx ratio, at the respective running speed, was calculated based on emission factors extracted from EMFAC-HK.
(2) NOx cold idling emission factors were referenced to Calculation of Strat Emissions in Air Quality Impact Assessment published by EPD.
(3) Reference made to Table 45 of Road Tunnels: Vehicles Emissions and Air Demand for Ventilation (VEADV) published by World Road Association.
(4) Reference made to Table 46 of VEADV.
(5) Due to lack of information, NOx cold idling emission factor for Euro III FBSD was referenced to the corresponding hot idling emission factor.
(6) Due to lack of information, PM cold idlin emission factor were referenced to the corresponding hot idling emission factor.
(7) Reference made to Table 27 of VEADV.
(8) Reference made to the approved Liantand / Heung Yuen Wai Boundary Control Point and Associated Works EIA Report.
(9) All RSP emissions were assumed for FSP as a conservative approach.

Appendix 4-6

Not Used

Appendix 4-7

Traffic Forecast for Air Quality Impact Assessment (Traffic Forecast for Years 2029, 2036 and 2044 provided in CD) and Endorsement by TD

From: Ming Yeung KWAN
To: CHAN Kelvin
Subject: RE: Traffic Forecast for Road Traffic Noise Impact Assessment and Air Quality Impact Assessment For Proposed "Flat" (In-Situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844(Part))
Date: Thursday, October 9, 2025 10:11:52 AM
Attachments: Proposed "Flat" (In-Situ Conversion) - Traffic Forecast for EA_20251008.pdf

---

Dear Kelvin,

I have no further comment from traffic engineering viewpoint on the captioned report given that this report will only be used for TNIA and AQIA purposes.

Our comments on the TIA report should be addressed separately.

Best Regards,
Sunny KWAN
EK/YT, TEK
Transport Department
[redacted]

From: "CHAN Kelvin" <[redacted]>
To: "Ming Yeung KWAN" <[redacted]>
Date: 08/10/2025 06:37 PM
Subject: RE: Traffic Forecast for Road Traffic Noise Impact Assessment and Air Quality Impact Assessment For Proposed "Flat" (In-Situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844(Part))

Dear Sunny,

Thanks for your prompt reply.

Please find the attached revised Technical Note for your kind review and endorsement.
Should you have any queries regarding the captioned, please feel free to contact the undersigned at 2864 6462.
Regards,

Kelvin Chan
Associate
[redacted]

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From: Ming Yeung KWAN <[redacted]>
Sent: Monday, October 6, 2025 8:38 AM
To: CHAN Kelvin <[redacted]>
Subject: RE: Traffic Forecast for Road Traffic Noise Impact Assessment and Air Quality Impact Assessment For Proposed "Flat" (In-Situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844(Part))

Dear Kelvin,

Please include the statement below and provide the comparison in the report. Thanks.

Best Regards,
Sunny KWAN
EK/YT, TEK
Transport Department
[redacted]

From: "CHAN Kelvin" <[redacted]>
To: "Ming Yeung KWAN" <[redacted]>
Date: 03/10/2025 06:40 PM
Subject: RE: Traffic Forecast for Road Traffic Noise Impact Assessment and Air Quality Impact Assessment For Proposed “Flat” (In-Situ Conversion) in “Commercial (7)” Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844(Part))

Dear Sunny,

Thanks for your prompt reply.

By comparing the traffic flows at the peak periods in both weekday and weekend for the road sections of TNIA and AQIA, it is found that the traffic flow in weekday is higher. Therefore, the current use of weekday peak hours data is considered representable for conducting TNIA and AQIA.

Regards,

Kelvin Chan
Associate
[redacted]

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From: Ming Yeung KWAN <[redacted]>
Sent: Thursday, October 2, 2025 4:22 PM
To: CHAN Kelvin <[redacted]>
Subject: Re: Traffic Forecast for Road Traffic Noise Impact Assessment and Air Quality Impact Assessment For Proposed “Flat” (In-Situ Conversion) in “Commercial (7)” Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844(Part))

Dear Kelvin,

Please find my comment below on the captioned report:-

- In the TIA report for the S16 submission, survey data of weekend peak hours has been provided. Please justify the current use of weekday peak hours data is representable for conducting TNIA and AQIA.

Best Regards,
Sunny KWAN
EK/YT, TEK
Transport Department
[redacted]

From: "[redacted]>
To: "[redacted]
Date: 30/09/2025 05:25 PM
Subject: Traffic Forecast for Road Traffic Noise Impact Assessment and Air Quality Impact Assessment For Proposed “Flat” (In-Situ Conversion) in “Commercial (7)” Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844(Part))

Dear Sunny,

There is a Section 16 Planning Application to convert the existing hotel-like serviced apartments at K11 ARTUS to a residential development at Kowloon Inland Lot No. 9844 in Tsim Sha Tsui. The proposed in-situ conversion of the development would be tentatively completed in year 2029.

In this regard, the Noise Impact Assessment and Air Quality Impact Assessment Studies have been carried out. We are pleased to submit herewith the Technical Note on the traffic data for your kind review and endorsement.

Should you have any queries regarding the captioned, please feel free to contact the undersigned at [redacted].

Thank you for your kind attention.

Regards,

Kelvin Chan
Associate
[redacted]

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Appendix 4-8

EMFAC-HK Information (EMFAC-HK Information for Years 2029, 2036 and 2044 provided in CD)

Appendix 4-9

Summary of Total Pollutant Emission (from EMFAC-HK)

Summary of Total Pollutant Emissions (from SAMP V2.1)

Temperature and RH assumptions: AnnualHourMin

Total Emission per year

	NO_2 (tonnes)	NO (tonnes)	NO_x (tonnes)	RSP (tonnes)	FSP (tonnes)
Year 2029 (ZEV)	**2.31**	**26.86**	**29.17**	**0.63**	**0.58**
Year 2036 (ZEV)	1.44	6.59	8.04	0.13	0.12
Year 2044 (ZEV)	0.65	3.12	3.77	0.07	0.07

Notes:

[1] Bold characters represent the highest amount of the pollutants among the three years.

[2] Since the amount of the pollutants of Year 2029 would be highest among the three years, Year 2029 is chosen as the assessment year for the air quality impact assessment.

Appendix 4-10

Derivation of Cumulative Annual Average NOx to NO2 Conversion Equation Using Jenkin Method

DERIVATION OF CUMULATIVE ANNUAL AVERAGE NO_X TO NO_2 CONVERSION EQUATION USING JENKIN METHOD

Introduction

In order not to overestimate the NO_2 emissions during the conversion of NO_x to NO_2, besides Ozone Limiting Method (OLM) and Discrete Parcel Method (DPM), an alternative method using the Jenkin Method[1] is proposed. This method can estimate annual NO_2 based on a project-specific empirical relationship of NO_x to NO_2 derived from a fitted curve by making reference to the monitoring data of annual NO_2 and NO_x.

Jenkin Method

With reference to "*Review of Methods for NO to NO_2 Conversion in Plumes at Short Ranges*" published by Environment Agency of UK in 2007[2], the annual NO_2 concentrations can be estimated by adopting Jenkin Method with the derived project-specific empirical relationship of NO_x to NO_2 and the latest available and representative data from EPD's air quality monitoring stations (AQMSs). The empirical relationship can be described by selected monitoring data of annual average NO_2 & NO_x concentrations and fitted curve[1]. The annual average NO_2 concentrations can then be determined from the functional form curve by using the total annual average NO_x concentrations. The functional form is presented as below[1]:

$$[NO_2] = \frac{\left([NO_x] + [O_x] + \frac{J}{k}\right) - \sqrt{\left([NO_x] + [O_x] + \frac{J}{k}\right)^2 - 4 \times [NO_x] \times [O_x]}}{2}$$

where

$[NO_2]$ is Annual Average NO_2 Concentration;

$[NO_x]$ is Annual Average NO_x Concentration;

$[O_x]$ is the Sum of Annual Average NO_2 Concentration and Annual Average O_3 Concentration (i.e. $[O_x] = [NO_2] + [O_3]$;

J is the Photolysis Rate of NO_2;

k is the Rate Coefficient for the Reaction between NO and O_3.

Derivation Process

<u>Adoption of Representative Data from EPD's AQMSs</u>

Three AQMSs are selected to analyse the relationship between the annual average NO_x and NO_2 concentrations, including Central/Western & Tap Mun General Stations, and Causeway Bay Roadside Stations. The latest five years (i.e. 2020 to 2024) annual average data of NO_2 and NO_x are extracted from "*Annual Quality in Hong Kong*" published by EPD and presented in **Table 1** below.

[1] J. M. E., "*Analysis of Sources and Partitioning of Oxidant in the UK – Park 1: The NO_x-dependence of Annual Mean Concentrations of Nitrogen Dioxide and Ozone*", Atmospheric Environment, 2004.

[2] "*Review of Methods for NO to NO_2 Conversion in Plumes at Short Ranges*", Environment Agent of UK, UK, 2007.

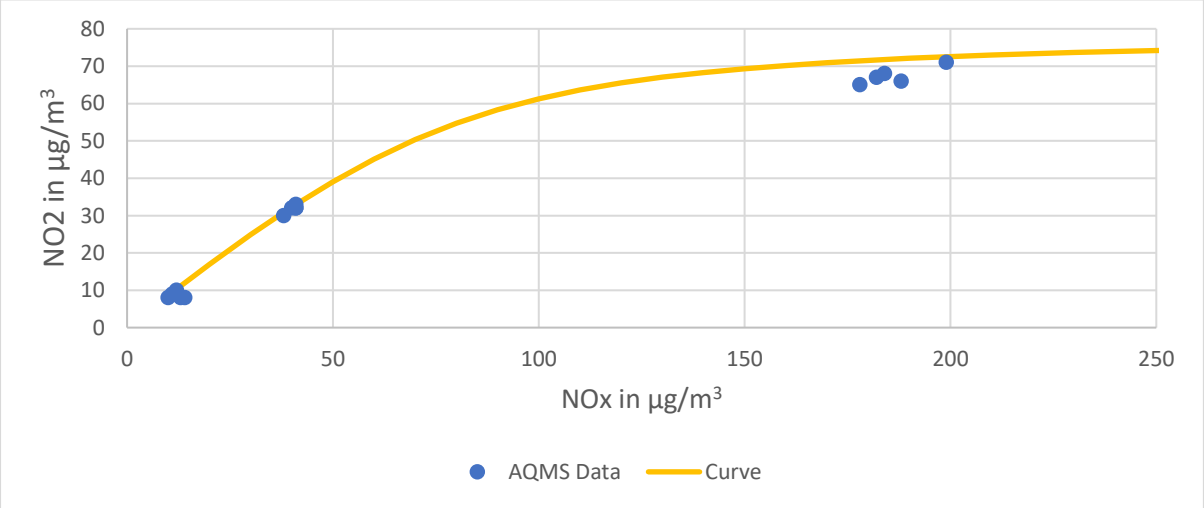
Table 1 Annual Average of NO_2 and NO_x Concentrations in Latest Five Years at Selected EPD's AQMSs

Year	Location	Annual Average NO_2 (ug/m^3)	Annual Average NO_x (ug/m^3)
2020	CENTRAL/WESTERN	32	41
2021	CENTRAL/WESTERN	33	41
2022	CENTRAL/WESTERN	30	38
2023	CENTRAL/WESTERN	32	40
2024	CENTRAL/WESTERN	32	41
2020	TAP MUN	9	11
2021	TAP MUN	10	12
2022	TAP MUN	8	13
2023	TAP MUN	8	14
2024	TAP MUN	8	10
2020	CAUSEWAY BAY	68	184
2021	CAUSEWAY BAY	71	199
2022	CAUSEWAY BAY	65	178
2023	CAUSEWAY BAY	67	182
2024	CAUSEWAY BAY	66	188

Plotting and Fitting Functional Form Curve

With the use of [O_x] = 78.9 µg/m^3 and 11.12727 µg/m^3, annual average NO_2 concentrations can be calculated from the functional form based on the measured annual average NO_x concentrations shown in **Table 1** above.

A plot for annual average NO_2 versus annual average NO_x obtained from selected EPD's AQMSs from the latest 5 years is plotted in **Graph 1** below. The functional form curve, adopting [O_x] of 78.9 µg/m^3 and J/k of 11.12727 µg/m^3 provided by SAMP, would fit with all annual average data from the selected EPD's AQMSs. Underestimation of the annual average NO_2 concentration is not expected.



Graph 1 AQMS NO_2 vs NO_x Concentration and Functional Form Curve by Jenkin Method

Conversion of Predicted Cumulative Annual Average NO_x results to Cumulative Annual Average NO_2 Results

The functional form curve would be adopted for NO_x to NO_2 conversion, where the predicted cumulative annual average NO_x results could be converted to the predicted cumulative annual average NO_2 results. The equation for the conversion is as below:

$$[NO_2]_p = \frac{\left([NO_x]_p + 78.9 + 11.12727\right) - \sqrt{\left([NO_x]_p + 78.9 + 11.12727\right)^2 - 4 \times [NO_x]_p \times 78.9}}{2}$$

where

$[NO_2]_p$ is the Predicted Cumulative Annual Average NO_2 Concentration;

$[NO_x]_p$ is the Predicted Cumulative Annual Average NO_x Concentration.

Appendix 4-11

Predicted Air Quality Impact Assessment Results

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mPD	Flag Pole Receiver Height, mAG	Predicted Cumulative Impacts (μg/m³) in Year 2029								
		x	y				NO_2			RSP		FSP		SO_2	
							1-h (AQO=200)	24-h(AQO=120)	Annual (AQO=40)	24-h (AQO=75)	Annual (AQO=30)	24-h (AQO=37.5)	Annual (AQO=15)	10-min (AQO=500)	24-h (AQO=40)
		Easting	Northing				19th highest	10th highest		10th highest		19th highest		4th highest	4th highest
A01-1	40,30	835998	817281	8F	48.95	43.45	110.6	62.0	26.329	56.5276	21.2210	33.1341	13.3449	41.9	8.9
A01-2	40,30	835998	817281	9F	52.84	47.34	110.4	62.2	26.106	56.5186	21.2116	33.1206	13.3360	42.1	9.0
A01-3	40,30	835998	817281	10F	56.44	50.94	110.3	61.9	25.946	56.5135	21.2047	33.1147	13.3294	42.3	9.1
A01-4	40,30	835998	817281	11F	60.19	54.69	110.7	61.6	25.817	56.5102	21.1990	33.1104	13.3239	42.6	9.2
A01-5	40,30	835998	817281	12F	63.49	57.99	111.5	61.4	25.731	56.5081	21.1951	33.1078	13.3201	42.8	9.3
A01-6	40,30	835998	817281	13F	66.79	61.29	111.6	61.3	25.669	56.5065	21.1921	33.1060	13.3171	43.0	9.4
A01-7	40,30	835998	817281	14F	70.09	64.59	111.4	61.2	25.626	56.5050	21.1899	33.1045	13.3148	43.3	9.6
A01-8	40,30	835998	817281	15F	73.39	67.89	111.6	61.2	25.602	56.5037	21.1883	33.1027	13.3132	43.6	9.7
A01-9	40,30	835998	817281	16F	76.69	71.19	112.5	61.3	25.595	56.5025	21.1874	33.1005	13.3122	43.9	9.9
A01-10	40,30	835998	817281	17F	80.39	74.89	115.0	61.5	25.605	56.5013	21.1871	33.0972	13.3117	44.2	10.1
A01-11	40,30	835998	817281	18F	84.09	78.59	117.4	61.8	25.633	56.5002	21.1874	33.0931	13.3118	44.6	10.3
A01-12	40,30	835998	817281	19F	87.79	82.29	120.4	62.0	25.678	56.4991	21.1884	33.0883	13.3125	44.9	10.5
A01-13	40,30	835998	817281	20F	91.49	85.99	121.4	61.9	25.738	56.4981	21.1899	33.0860	13.3137	45.3	10.8
A01-14	40,30	835998	817281	21F	95.34	89.84	125.3	61.8	25.816	56.4972	21.1920	33.0919	13.3154	45.7	11.2
A01-15	40,30	835998	817281	RF	100.00	94.50	129.4	61.7	25.930	56.4961	21.1952	33.0991	13.3181	46.2	11.8
A02-1	40,30	836001	817264	8F	48.95	43.45	110.7	61.7	26.327	56.5282	21.2216	33.1369	13.3456	42.6	8.9
A02-2	40,30	836001	817264	9F	52.84	47.34	110.5	62.1	26.100	56.5188	21.2120	33.1222	13.3365	42.8	9.0
A02-3	40,30	836001	817264	10F	56.44	50.94	110.4	61.9	25.936	56.5137	21.2049	33.1155	13.3297	43.0	9.2
A02-4	40,30	836001	817264	11F	60.19	54.69	110.9	61.6	25.803	56.5102	21.1990	33.1106	13.3240	43.3	9.3
A02-5	40,30	836001	817264	12F	63.49	57.99	110.9	61.4	25.715	56.5081	21.1950	33.1076	13.3201	43.5	9.3
A02-6	40,30	836001	817264	13F	66.79	61.29	111.0	61.3	25.649	56.5063	21.1919	33.1055	13.3170	43.8	9.3
A02-7	40,30	836001	817264	14F	70.09	64.59	111.5	61.2	25.604	56.5049	21.1895	33.1036	13.3146	44.1	9.5
A02-8	40,30	836001	817264	15F	73.39	67.89	111.5	61.2	25.577	56.5035	21.1879	33.1017	13.3129	44.3	9.8
A02-9	40,30	836001	817264	16F	76.69	71.19	112.9	61.4	25.567	56.5023	21.1869	33.0993	13.3118	44.6	9.9
A02-10	40,30	836001	817264	17F	80.39	74.89	115.3	61.6	25.574	56.5010	21.1864	33.0958	13.3112	45.0	10.2
A02-11	40,30	836001	817264	18F	84.09	78.59	117.3	62.0	25.598	56.4998	21.1867	33.0916	13.3112	45.3	10.4
A02-12	40,30	836001	817264	19F	87.79	82.29	120.4	62.3	25.639	56.4987	21.1875	33.0866	13.3118	45.7	10.7
A02-13	40,30	836001	817264	20F	91.49	85.99	121.7	62.2	25.696	56.4977	21.1888	33.0831	13.3128	46.1	11.0
A02-14	40,30	836001	817264	21F	95.34	89.84	125.2	62.1	25.769	56.4968	21.1908	33.0888	13.3145	46.5	11.3
A02-15	40,30	836001	817264	RF	100.00	94.50	126.8	62.0	25.878	56.4957	21.1938	33.0957	13.3170	47.0	11.8
A03-1	40,30	836002	817245	8F	48.95	43.45	110.5	61.2	26.336	56.5294	21.2228	33.1410	13.3469	43.3	8.9
A03-2	40,30	836002	817245	9F	52.84	47.34	110.5	61.7	26.102	56.5197	21.2128	33.1257	13.3374	43.5	9.0
A03-3	40,30	836002	817245	10F	56.44	50.94	110.6	61.7	25.932	56.5143	21.2055	33.1178	13.3304	43.7	9.1
A03-4	40,30	836002	817245	11F	60.19	54.69	110.9	61.5	25.794	56.5107	21.1994	33.1118	13.3245	44.0	9.3
A03-5	40,30	836002	817245	12F	63.49	57.99	111.2	61.3	25.701	56.5084	21.1952	33.1081	13.3204	44.2	9.3
A03-6	40,30	836002	817245	13F	66.79	61.29	111.2	61.2	25.632	56.5066	21.1919	33.1054	13.3172	44.5	9.3
A03-7	40,30	836002	817245	14F	70.09	64.59	111.4	61.2	25.583	56.5050	21.1894	33.1032	13.3146	44.7	9.4
A03-8	40,30	836002	817245	15F	73.39	67.89	111.8	61.2	25.552	56.5036	21.1876	33.1010	13.3128	45.0	9.5
A03-9	40,30	836002	817245	16F	76.69	71.19	112.3	61.4	25.538	56.5023	21.1864	33.0984	13.3116	45.3	9.7
A03-10	40,30	836002	817245	17F	80.39	74.89	114.3	61.7	25.540	56.5010	21.1858	33.0947	13.3108	45.7	10.0
A03-11	40,30	836002	817245	18F	84.09	78.59	118.5	62.2	25.560	56.4997	21.1859	33.0903	13.3107	46.1	10.3
A03-12	40,30	836002	817245	19F	87.79	82.29	120.6	62.5	25.597	56.4986	21.1866	33.0852	13.3111	46.4	10.6
A03-13	40,30	836002	817245	20F	91.49	85.99	122.0	62.4	25.648	56.4975	21.1877	33.0801	13.3120	46.8	10.9
A03-14	40,30	836002	817245	21F	95.34	89.84	124.5	62.3	25.716	56.4965	21.1895	33.0855	13.3134	47.3	11.3
A03-15	40,30	836002	817245	RF	100.00	94.50	126.5	62.2	25.817	56.4954	21.1923	33.0921	13.3158	47.8	11.8
A04-1	40,30	836027	817247	8F	48.95	43.45	110.4	61.2	26.327	56.5299	21.2227	33.1420	13.3470	42.7	8.9
A04-2	40,30	836027	817247	9F	52.84	47.34	110.5	61.5	26.091	56.5203	21.2127	33.1259	13.3374	42.9	9.0
A04-3	40,30	836027	817247	10F	56.44	50.94	110.6	61.3	25.919	56.5149	21.2052	33.1179	13.3302	43.1	9.1
A04-4	40,30	836027	817247	11F	60.19	54.69	110.9	61.0	25.778	56.5112	21.1990	33.1118	13.3243	43.3	9.2
A04-5	40,30	836027	817247	12F	63.49	57.99	110.9	60.9	25.683	56.5089	21.1947	33.1082	13.3200	43.5	9.3
A04-6	40,30	836027	817247	13F	66.79	61.29	111.0	60.8	25.611	56.5069	21.1913	33.1056	13.3167	43.7	9.4
A04-7	40,30	836027	817247	14F	70.09	64.59	111.1	60.7	25.559	56.5053	21.1887	33.1034	13.3141	44.0	9.4
A04-8	40,30	836027	817247	15F	73.39	67.89	111.9	60.8	25.526	56.5037	21.1868	33.1012	13.3121	44.2	9.4
A04-9	40,30	836027	817247	16F	76.69	71.19	112.2	60.9	25.509	56.5023	21.1856	33.0985	13.3108	44.5	9.7
A04-10	40,30	836027	817247	17F	80.39	74.89	115.2	61.2	25.508	56.5009	21.1849	33.0947	13.3099	44.8	9.9
A04-11	40,30	836027	817247	18F	84.09	78.59	118.5	61.7	25.525	56.4996	21.1848	33.0902	13.3097	45.1	10.2
A04-12	40,30	836027	817247	19F	87.79	82.29	120.7	62.1	25.558	56.4983	21.1853	33.0849	13.3100	45.4	10.5
A04-13	40,30	836027	817247	20F	91.49	85.99	122.1	62.0	25.606	56.4972	21.1864	33.0792	13.3108	45.8	10.8
A04-14	40,30	836027	817247	21F	95.34	89.84	124.7	61.9	25.671	56.4962	21.1881	33.0841	13.3121	46.2	11.2
A04-15	40,30	836027	817247	RF	100.00	94.50	126.6	61.8	25.768	56.4950	21.1907	33.0906	13.3143	46.6	11.7
A05-1	40,30	836053	817249	8F	48.95	43.45	110.4	61.2	26.324	56.5303	21.2229	33.1436	13.3472	42.1	8.9
A05-2	40,30	836053	817249	9F	52.84	47.34	110.5	61.1	26.084	56.5207	21.2127	33.1261	13.3375	42.2	8.9
A05-3	40,30	836053	817249	10F	56.44	50.94	110.7	60.9	25.908	56.5153	21.2051	33.1178	13.3302	42.4	9.0
A05-4	40,30	836053	817249	11F	60.19	54.69	110.8	60.6	25.764	56.5116	21.1988	33.1117	13.3241	42.6	9.1
A05-5	40,30	836053	817249	12F	63.49	57.99	110.8	60.4	25.665	56.5091	21.1943	33.1080	13.3197	42.8	9.3
A05-6	40,30	836053	817249	13F	66.79	61.29	110.9	60.3	25.590	56.5071	21.1908	33.1054	13.3163	43.0	9.4
A05-7	40,30	836053	817249	14F	70.09	64.59	111.0	60.3	25.535	56.5053	21.1881	33.1031	13.3135	43.2	9.4
A05-8	40,30	836053	817249	15F	73.39	67.89	111.6	60.3	25.499	56.5037	21.1861	33.1008	13.3115	43.4	9.4
A05-9	40,30	836053	817249	16F	76.69	71.19	112.5	60.5	25.479	56.5022	21.1847	33.0980	13.3100	43.6	9.6
A05-10	40,30	836053	817249	17F	80.39	74.89	116.2	60.8	25.475	56.5007	21.1839	33.0941	13.3091	43.9	9.9
A05-11	40,30	836053	817249	18F	84.09	78.59	118.3	61.2	25.489	56.4992	21.1837	33.0894	13.3087	44.2	10.1
A05-12	40,30	836053	817249	19F	87.79	82.29	121.4	61.6	25.520	56.4979	21.1841	33.0839	13.3089	44.5	10.4
A05-13	40,30	836053	817249	20F	91.49	85.99	122.3	61.6	25.564	56.4968	21.1851	33.0781	13.3096	44.8	10.7
A05-14	40,30	836053	817249	21F	95.34	89.84	124.8	61.5	25.626	56.4956	21.1866	33.0824	13.3108	45.1	11.1
A05-15	40,30	836053	817249	RF	100.00	94.50	126.9	61.4	25.718	56.4944	21.1891	33.0888	13.3129	45.5	11.5
A06-1	40,30	836073	817254	8F	48.95	43.45	110.4	61.2	26.315	56.5302	21.2226	33.1434	13.3470	41.5	8.8
A06-2	40,30	836073	817254	9F	52.84	47.34	110.5	61.0	26.073	56.5208	21.2124	33.1255	13.3372	41.6	8.9
A06-3	40,30	836073	817254	10F	56.44	50.94	110.7	60.7	25.896	56.5154	21.2047	33.1174	13.3298	41.8	9.0
A06-4	40,30	836073	817254	11F	60.19	54.69	110.7	60.4	25.750	56.5116	21.1983	33.1115	13.3236	41.9	9.1
A06-5	40,30	836073	817254	12F	63.49	57.99	110.7	60.2	25.650	56.5091	21.1938	33.1079	13.3192	42.1	9.2
A06-6	40,30	836073	817254	13F	66.79	61.29	110.8	60.1	25.573	56.5070	21.1902	33.1053	13.3157	42.2	9.3
A06-7	40,30	836073	817254	14F	70.09	64.59	110.9	60.0	25.516	56.5052	21.1874	33.1030	13.3129	42.4	9.4
A06-8	40,30	836073	817254	15F	73.39	67.89	111.5	60.0	25.479	56.5035	21.1853	33.1006	13.3108	42.6	9.4
A06-9	40,30	836073	817254	16F	76.69	71.19	113.6	60.2	25.458	56.5019	21.1839	33.0977	13.3093	42.8	9.6
A06-10	40,30	836073	817254	17F	80.39	74.89	116.7	60.4	25.453	56.5003	21.1830	33.0936	13.3083	43.1	9.9
A06-11	40,30	836073	817254	18F	84.09	78.59	118.2	60.8	25.465	56.4988	21.1828	33.0886	13.3079	43.3	10.1
A06-12	40,30	836073	817254	19F	87.79	82.29	120.7	61.2	25.494	56.4974	21.1832	33.0830	13.3081	43.6	10.4
A06-13	40,30	836073	817254	20F	91.49	85.99	122.6	61.3	25.538	56.4962	21.1842	33.0769	13.3088	43.9	10.7
A06-14	40,30	836073	817254	21F	95.34	89.84	125.0	61.2	25.598	56.4950	21.1857	33.0813	13.3099	44.2	11.0
A06-15	40,30	836073	817254	RF	100.00	94.50	126.9	61.1	25.688	56.4937	21.1881	33.0878	13.3119	44.5	11.5
A07-1	40,30	836092	817267	8F	48.95	43.45	110.3	61.1	26.288	56.5300	21.2214	33.1388	13.3458	40.6	8.8
A07-2	40,30	836092	817267	9F	52.84	47.34	110.4	60.8	26.050	56.5207	21.2112	33.1227	13.3361	40.7	8.9
A07-3	40,30	836092	817267	10F	56.44	50.94	110.6	60.5	25.874	56.5153	21.2037	33.1156	13.3288	40.9	8.9
A07-4	40,30	836092	817267	11F	60.19	54.69	110.6	60.2	25.729	56.5114	21.1973	33.1105	13.3227	41.0	9.0
A07-5	40,30	836092	817267	12F	63.49	57.99	110.6	60.0	25.629	56.5088	21.1928	33.1075	13.3183	41.1	9.1
A07-6	40,30	836092	817267	13F	66.79	61.29	110.7	59.8	25.553	56.5066	21.1892	33.1053	13.3148	41.3	9.2
A07-7	40,30	836092	817267	14F	70.09	64.59	110.9	59.7	25.497	56.5046	21.1865	33.1032	13.3120	41.5	9.3
A07-8	40,30	836092	817267	15F	73.39	67.89	112.3	59.7	25.459	56.5028	21.1844	33.1008	13.3099	41.6	9.5
A07-9	40,30	836092	817267	16F	76.69	71.19	113.4	59.8	25.439	56.5012	21.1830	33.0978	13.3084	41.8	9.6
A07-10	40,30	836092	817267	17F	80.39	74.89	117.0	60.0	25.435	56.4995	21.1822	33.0935	13.3074	42.0	9.8
A07-11	40,30	836092	817267	18F	84.09	78.59	118.3	60.3	25.448	56.4979	21.1820	33.0883	13.3071	42.2	10.0
A07-12	40,30	836092	817267	19F	87.79	82.29	120.8	60.7	25.478	56.4965	21.1824	33.0825	13.3073	42.5	10.2
A07-13	40,30	836092	817267	20F	91.49	85.99	121.8	61.0	25.523	56.4952	21.1834	33.0762	13.3080	42.7	10.5
A07-14	40,30	836092	817267	21F	95.34	89.84	125.1	60.8	25.584	56.4940	21.1849	33.0812	13.3092	43.0	10.8
A07-15	40,30	836092	817267	RF	100.00	94.50	126.8	60.8	25.675	56.4927	21.1874	33.0879	13.3112	43.3	11.3
A08-1	40,30	836122	817277	8F	48.95	43.45	110.3	60.7	26.262	56.5294	21.2205	33.1320	13.3449	39.6	8.7
A08-2	40,30	836122	817277	9F	52.84	47.34	110.2	60.4	26.021	56.5200	21.2102	33.1198	13.3351	39.7	8.8
A08-3	40,30	836122	817277	10F	56.44	50.94	110.3	60.1	25.843	56.5144	21.2025	33.1132	13.3277	39.8	8.9
A08-4	40,30	836122	817277	11F	60.19	54.69	110.5	59.8	25.695	56.5103	21.1960	33.1085	13.3215	39.9	8.9
A08-5	40,30	836122	817277	12F	63.49	57.99	110.4	59.5	25.593	56.5075	21.1915	33.1055	13.3170	40.0	9.0
A08-6	40,30	836122	817277	13F	66.79	61.29	110.5	59.3	25.515	56.5051	21.1878	33.1032	13.3134	40.1	9.1
A08-7	40,30	836122	817277	14F	70.09	64.59	110.8	59.2	25.458	56.5029	21.1850	33.1008	13.3106	40.3	9.3
A08-8	40,30	836122	817277	15F	73.39	67.89	112.5	59.1	25.419	56.5010	21.1829	33.0979	13.3085	40.4	9.4
A08-9	40,30	836122	817277	16F	76.69	71.19	114.6	59.2	25.399	56.4992	21.1815	33.0944	13.3070	40.6	9.4
A08-10	40,30	836122	817277	17F	80.39	74.89	117.2	59.3	25.394	56.4974	21.1806	33.0896	13.3060	40.7	9.6
A08-11	40,30	836122	817277	18F	84.09	78.59	118.8	59.6	25.407	56.4958	21.1804	33.0838	13.3056	40.9	9.8
A08-12	40,30	836122	817277	19F	87.79	82.29	120.9	59.9	25.437	56.4943	21.1809	33.0775	13.3058	41.1	10.0
A08-13	40,30	836122	817277	20F	91.49	85.99	121.6	60.3	25.481	56.4931	21.1818	33.0731	13.3065	41.3	10.2
A08-14	40,30	836122	817277	21F	95.34	89.84	125.4	60.4	25.541	56.4919	21.1833	33.0788	13.3077	41.5	10.5
A08-15	40,30	836122	817277	RF	100.00	94.50	126.6	60.6	25.630	56.4907	21.1857	33.0858	13.3097	41.8	11.0

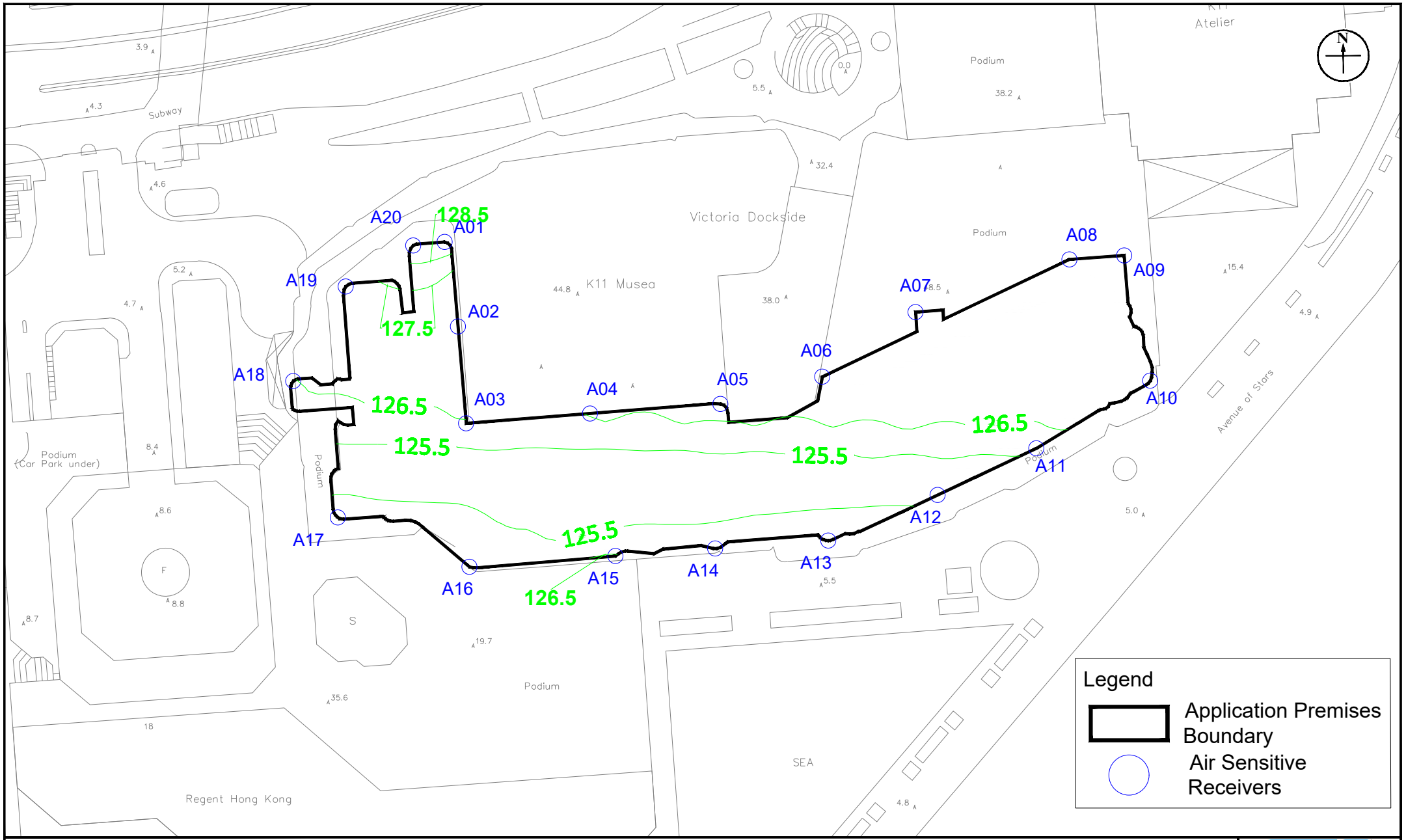
ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mPD	Flag Pole Receiver Height, mAG	Predicted Cumulative Impacts (μg/m³) in Year 2029								
		x	y				NO_2			RSP		FSP		SO_2	
							1-h (AQO=200)	24-h(AQO=120)	Annual (AQO=40)	24-h (AQO=75)	Annual (AQO=30)	24-h (AQO=37.5)	Annual (AQO=15)	10-min (AQO=500)	24-h (AQO=40)
		Easting	Northing				19th highest	10th highest		10th highest		19th highest		4th highest	4th highest
A09-1	40,30	836133	817278	8F	48.95	43.45	110.3	60.7	26.260	56.5289	21.2205	33.1304	13.3450	39.4	8.7
A09-2	40,30	836133	817278	9F	52.84	47.34	109.9	60.3	26.015	56.5195	21.2101	33.1197	13.3351	39.5	8.8
A09-3	40,30	836133	817278	10F	56.44	50.94	110.3	60.0	25.833	56.5139	21.2023	33.1130	13.3275	39.5	8.9
A09-4	40,30	836133	817278	11F	60.19	54.69	110.5	59.7	25.683	56.5097	21.1957	33.1080	13.3212	39.7	8.9
A09-5	40,30	836133	817278	12F	63.49	57.99	110.4	59.4	25.580	56.5068	21.1910	33.1049	13.3166	39.8	8.9
A09-6	40,30	836133	817278	13F	66.79	61.29	110.4	59.2	25.501	56.5043	21.1873	33.1022	13.3130	39.9	9.1
A09-7	40,30	836133	817278	14F	70.09	64.59	111.3	59.1	25.443	56.5021	21.1845	33.0994	13.3102	40.0	9.3
A09-8	40,30	836133	817278	15F	73.39	67.89	112.5	59.0	25.404	56.5001	21.1824	33.0962	13.3080	40.1	9.4
A09-9	40,30	836133	817278	16F	76.69	71.19	114.7	59.0	25.382	56.4983	21.1810	33.0922	13.3065	40.3	9.4
A09-10	40,30	836133	817278	17F	80.39	74.89	117.2	59.2	25.377	56.4965	21.1801	33.0868	13.3055	40.4	9.6
A09-11	40,30	836133	817278	18F	84.09	78.59	118.9	59.4	25.390	56.4949	21.1799	33.0807	13.3051	40.6	9.7
A09-12	40,30	836133	817278	19F	87.79	82.29	120.9	59.7	25.419	56.4935	21.1803	33.0741	13.3053	40.8	9.9
A09-13	40,30	836133	817278	20F	91.49	85.99	121.5	60.1	25.462	56.4922	21.1812	33.0717	13.3060	41.0	10.2
A09-14	40,30	836133	817278	21F	95.34	89.84	125.4	60.3	25.521	56.4911	21.1827	33.0774	13.3071	41.2	10.5
A09-15	40,30	836133	817278	RF	100.00	94.50	126.5	60.5	25.609	56.4900	21.1851	33.0845	13.3091	41.5	10.9
A10-1	40,30	836138	817253	8F	48.95	43.45	110.4	60.6	26.345	56.5321	21.2250	33.1475	13.3495	40.2	8.7
A10-2	40,30	836138	817253	9F	52.84	47.34	110.5	60.3	26.081	56.5223	21.2137	33.1330	13.3387	40.3	8.8
A10-3	40,30	836138	817253	10F	56.44	50.94	110.5	60.0	25.885	56.5164	21.2053	33.1222	13.3306	40.4	8.9
A10-4	40,30	836138	817253	11F	60.19	54.69	110.6	59.7	25.722	56.5120	21.1981	33.1137	13.3237	40.5	8.9
A10-5	40,30	836138	817253	12F	63.49	57.99	110.6	59.4	25.608	56.5088	21.1930	33.1080	13.3188	40.6	9.0
A10-6	40,30	836138	817253	13F	66.79	61.29	110.6	59.3	25.520	56.5060	21.1890	33.1034	13.3148	40.7	9.1
A10-7	40,30	836138	817253	14F	70.09	64.59	110.7	59.2	25.454	56.5036	21.1858	33.0994	13.3116	40.9	9.3
A10-8	40,30	836138	817253	15F	73.39	67.89	112.5	59.2	25.408	56.5014	21.1834	33.0952	13.3092	41.0	9.4
A10-9	40,30	836138	817253	16F	76.69	71.19	114.8	59.2	25.380	56.4994	21.1818	33.0907	13.3075	41.2	9.5
A10-10	40,30	836138	817253	17F	80.39	74.89	117.9	59.4	25.368	56.4974	21.1806	33.0850	13.3062	41.3	9.6
A10-11	40,30	836138	817253	18F	84.09	78.59	118.2	59.7	25.374	56.4956	21.1802	33.0787	13.3056	41.5	9.9
A10-12	40,30	836138	817253	19F	87.79	82.29	120.9	60.1	25.396	56.4940	21.1803	33.0722	13.3055	41.7	10.2
A10-13	40,30	836138	817253	20F	91.49	85.99	122.0	60.6	25.433	56.4926	21.1810	33.0684	13.3060	41.9	10.4
A10-14	40,30	836138	817253	21F	95.34	89.84	125.7	60.5	25.484	56.4914	21.1823	33.0735	13.3069	42.1	10.7
A10-15	40,30	836138	817253	RF	100.00	94.50	126.9	60.4	25.564	56.4901	21.1844	33.0799	13.3086	42.4	11.1
A11-1	40,30	836116	817240	8F	48.95	43.45	110.3	60.6	26.377	56.5329	21.2264	33.1484	13.3509	41.1	8.7
A11-2	40,30	836116	817240	9F	52.84	47.34	110.5	60.3	26.112	56.5231	21.2151	33.1333	13.3401	41.2	8.8
A11-3	40,30	836116	817240	10F	56.44	50.94	110.6	60.0	25.915	56.5174	21.2066	33.1225	13.3319	41.3	8.9
A11-4	40,30	836116	817240	11F	60.19	54.69	110.6	59.8	25.752	56.5132	21.1995	33.1142	13.3250	41.4	9.0
A11-5	40,30	836116	817240	12F	63.49	57.99	110.7	59.6	25.638	56.5102	21.1944	33.1090	13.3201	41.6	9.1
A11-6	40,30	836116	817240	13F	66.79	61.29	110.7	59.5	25.549	56.5077	21.1903	33.1050	13.3161	41.7	9.2
A11-7	40,30	836116	817240	14F	70.09	64.59	111.1	59.4	25.482	56.5054	21.1871	33.1015	13.3129	41.8	9.4
A11-8	40,30	836116	817240	15F	73.39	67.89	111.7	59.5	25.435	56.5033	21.1847	33.0980	13.3105	42.0	9.5
A11-9	40,30	836116	817240	16F	76.69	71.19	113.2	59.6	25.406	56.5014	21.1830	33.0940	13.3087	42.2	9.5
A11-10	40,30	836116	817240	17F	80.39	74.89	116.5	59.9	25.392	56.4995	21.1818	33.0888	13.3073	42.4	9.5
A11-11	40,30	836116	817240	18F	84.09	78.59	119.2	60.2	25.397	56.4977	21.1813	33.0829	13.3067	42.6	9.8
A11-12	40,30	836116	817240	19F	87.79	82.29	121.3	60.6	25.417	56.4961	21.1814	33.0766	13.3066	42.8	10.0
A11-13	40,30	836116	817240	20F	91.49	85.99	121.9	61.0	25.452	56.4946	21.1820	33.0701	13.3070	43.0	10.3
A11-14	40,30	836116	817240	21F	95.34	89.84	124.7	60.8	25.503	56.4933	21.1832	33.0744	13.3079	43.3	10.6
A11-15	40,30	836116	817240	RF	100.00	94.50	125.7	60.7	25.581	56.4919	21.1853	33.0805	13.3095	43.6	11.2
A12-1	40,30	836096	817230	8F	48.95	43.45	109.9	60.6	26.385	56.5332	21.2268	33.1481	13.3513	41.7	8.8
A12-2	40,30	836096	817230	9F	52.84	47.34	110.2	60.5	26.121	56.5233	21.2156	33.1326	13.3405	41.8	8.9
A12-3	40,30	836096	817230	10F	56.44	50.94	110.7	60.3	25.927	56.5175	21.2072	33.1217	13.3325	42.0	8.9
A12-4	40,30	836096	817230	11F	60.19	54.69	110.6	60.0	25.765	56.5134	21.2001	33.1136	13.3256	42.1	9.0
A12-5	40,30	836096	817230	12F	63.49	57.99	110.5	59.8	25.653	56.5106	21.1951	33.1086	13.3208	42.3	9.2
A12-6	40,30	836096	817230	13F	66.79	61.29	110.8	59.7	25.566	56.5082	21.1911	33.1050	13.3168	42.4	9.3
A12-7	40,30	836096	817230	14F	70.09	64.59	111.1	59.7	25.500	56.5061	21.1879	33.1020	13.3137	42.6	9.4
A12-8	40,30	836096	817230	15F	73.39	67.89	111.5	59.7	25.453	56.5042	21.1855	33.0990	13.3112	42.8	9.5
A12-9	40,30	836096	817230	16F	76.69	71.19	112.6	59.9	25.424	56.5024	21.1838	33.0955	13.3094	42.9	9.5
A12-10	40,30	836096	817230	17F	80.39	74.89	115.9	60.2	25.410	56.5005	21.1826	33.0908	13.3081	43.2	9.5
A12-11	40,30	836096	817230	18F	84.09	78.59	119.1	60.6	25.414	56.4988	21.1821	33.0854	13.3074	43.4	9.7
A12-12	40,30	836096	817230	19F	87.79	82.29	120.7	61.0	25.434	56.4973	21.1822	33.0794	13.3073	43.6	9.9
A12-13	40,30	836096	817230	20F	91.49	85.99	121.6	61.3	25.469	56.4959	21.1828	33.0731	13.3077	43.9	10.3
A12-14	40,30	836096	817230	21F	95.34	89.84	124.4	61.1	25.519	56.4945	21.1840	33.0753	13.3086	44.2	10.7
A12-15	40,30	836096	817230	RF	100.00	94.50	125.2	61.0	25.597	56.4932	21.1860	33.0811	13.3102	44.5	11.2
A13-1	40,30	836074	817221	8F	48.95	43.45	110.0	60.3	26.387	56.5339	21.2270	33.1492	13.3514	42.3	8.8
A13-2	40,30	836074	817221	9F	52.84	47.34	110.3	60.7	26.127	56.5237	21.2158	33.1337	13.3408	42.5	8.9
A13-3	40,30	836074	817221	10F	56.44	50.94	110.7	60.4	25.935	56.5178	21.2075	33.1227	13.3328	42.6	8.9
A13-4	40,30	836074	817221	11F	60.19	54.69	110.8	60.1	25.776	56.5136	21.2006	33.1144	13.3261	42.8	9.0
A13-5	40,30	836074	817221	12F	63.49	57.99	110.8	60.0	25.665	56.5108	21.1956	33.1094	13.3213	43.0	9.2
A13-6	40,30	836074	817221	13F	66.79	61.29	110.9	59.9	25.579	56.5085	21.1917	33.1058	13.3174	43.1	9.3
A13-7	40,30	836074	817221	14F	70.09	64.59	111.4	59.8	25.515	56.5064	21.1886	33.1029	13.3143	43.3	9.4
A13-8	40,30	836074	817221	15F	73.39	67.89	112.1	59.9	25.469	56.5046	21.1862	33.1001	13.3119	43.5	9.5
A13-9	40,30	836074	817221	16F	76.69	71.19	112.5	60.1	25.441	56.5029	21.1845	33.0968	13.3102	43.7	9.5
A13-10	40,30	836074	817221	17F	80.39	74.89	115.9	60.5	25.427	56.5011	21.1834	33.0924	13.3089	44.0	9.5
A13-11	40,30	836074	817221	18F	84.09	78.59	118.2	60.9	25.431	56.4995	21.1829	33.0873	13.3082	44.3	9.6
A13-12	40,30	836074	817221	19F	87.79	82.29	119.9	61.3	25.452	56.4981	21.1830	33.0816	13.3081	44.5	9.9
A13-13	40,30	836074	817221	20F	91.49	85.99	121.4	61.6	25.486	56.4967	21.1836	33.0755	13.3084	44.8	10.3
A13-14	40,30	836074	817221	21F	95.34	89.84	124.1	61.5	25.537	56.4955	21.1848	33.0760	13.3093	45.1	10.7
A13-15	40,30	836074	817221	RF	100.00	94.50	126.2	61.4	25.615	56.4941	21.1868	33.0817	13.3110	45.5	11.1
A14-1	40,30	836052	817220	8F	48.95	43.45	110.3	60.2	26.381	56.5333	21.2265	33.1480	13.3508	42.8	8.8
A14-2	40,30	836052	817220	9F	52.84	47.34	110.5	60.8	26.125	56.5231	21.2155	33.1332	13.3404	43.0	8.9
A14-3	40,30	836052	817220	10F	56.44	50.94	110.8	60.6	25.937	56.5173	21.2074	33.1225	13.3326	43.2	9.0
A14-4	40,30	836052	817220	11F	60.19	54.69	110.8	60.3	25.781	56.5132	21.2006	33.1144	13.3260	43.3	9.1
A14-5	40,30	836052	817220	12F	63.49	57.99	110.9	60.2	25.674	56.5105	21.1957	33.1095	13.3213	43.5	9.2
A14-6	40,30	836052	817220	13F	66.79	61.29	111.0	60.1	25.591	56.5083	21.1919	33.1060	13.3175	43.7	9.3
A14-7	40,30	836052	817220	14F	70.09	64.59	111.1	60.1	25.529	56.5063	21.1889	33.1033	13.3146	44.0	9.4
A14-8	40,30	836052	817220	15F	73.39	67.89	112.2	60.2	25.486	56.5045	21.1866	33.1005	13.3123	44.2	9.4
A14-9	40,30	836052	817220	16F	76.69	71.19	113.0	60.4	25.459	56.5029	21.1850	33.0975	13.3106	44.4	9.5
A14-10	40,30	836052	817220	17F	80.39	74.89	115.7	60.8	25.448	56.5013	21.1839	33.0933	13.3094	44.7	9.5
A14-11	40,30	836052	817220	18F	84.09	78.59	117.5	61.3	25.455	56.4998	21.1835	33.0884	13.3088	45.0	9.6
A14-12	40,30	836052	817220	19F	87.79	82.29	118.6	61.6	25.477	56.4984	21.1837	33.0829	13.3087	45.3	9.9
A14-13	40,30	836052	817220	20F	91.49	85.99	121.3	61.9	25.514	56.4971	21.1844	33.0769	13.3092	45.6	10.3
A14-14	40,30	836052	817220	21F	95.34	89.84	123.1	61.8	25.567	56.4959	21.1857	33.0776	13.3101	45.9	10.7
A14-15	40,30	836052	817220	RF	100.00	94.50	126.0	61.7	25.648	56.4947	21.1878	33.0835	13.3119	46.4	11.2
A15-1	40,30	836032	817218	8F	48.95	43.45	110.6	60.2	26.375	56.5325	21.2260	33.1474	13.3503	43.3	8.9
A15-2	40,30	836032	817218	9F	52.84	47.34	110.6	60.7	26.122	56.5224	21.2152	33.1329	13.3400	43.4	8.9
A15-3	40,30	836032	817218	10F	56.44	50.94	110.8	60.9	25.937	56.5166	21.2072	33.1225	13.3323	43.6	9.0
A15-4	40,30	836032	817218	11F	60.19	54.69	110.9	60.6	25.785	56.5127	21.2005	33.1146	13.3259	43.8	9.1
A15-5	40,30	836032	817218	12F	63.49	57.99	111.0	60.5	25.680	56.5101	21.1958	33.1098	13.3213	44.1	9.2
A15-6	40,30	836032	817218	13F	66.79	61.29	111.0	60.4	25.600	56.5079	21.1920	33.1064	13.3176	44.3	9.3
A15-7	40,30	836032	817218	14F	70.09	64.59	111.1	60.4	25.540	56.5061	21.1891	33.1036	13.3147	44.5	9.4
A15-8	40,30	836032	817218	15F	73.39	67.89	112.3	60.5	25.499	56.5044	21.1870	33.1010	13.3125	44.8	9.4
A15-9	40,30	836032	817218	16F	76.69	71.19	113.5	60.7	25.475	56.5029	21.1854	33.0980	13.3109	45.0	9.5
A15-10	40,30	836032	817218	17F	80.39	74.89	114.9	61.1	25.466	56.5013	21.1844	33.0939	13.3098	45.3	9.5
A15-11	40,30	836032	817218	18F	84.09	78.59	116.9	61.6	25.475	56.4999	21.1841	33.0891	13.3093	45.7	9.6
A15-12	40,30	836032	817218	19F	87.79	82.29	118.0	62.0	25.499	56.4986	21.1843	33.0837	13.3093	46.0	9.9
A15-13	40,30	836032	817218	20F	91.49	85.99	121.2	62.2	25.539	56.4974	21.1851	33.0779	13.3098	46.4	10.3
A15-14	40,30	836032	817218	21F	95.34	89.84	122.9	62.1	25.594	56.4962	21.1865	33.0788	13.3108	46.7	10.8
A15-15	40,30	836032	817218	RF	100.00	94.50	126.5	62.0	25.678	56.4950	21.1887	33.0848	13.3127	47.2	11.2
A16-1	40,30	836003	817216	8F	48.95	43.45	110.7	60.1	26.369	56.5315	21.2255	33.1465	13.3497	43.9	8.9
A16-2	40,30	836003	817216	9F	52.84	47.34	110.7	60.6	26.121	56.5213	21.2148	33.1326	13.3396	44.1	8.9
A16-3	40,30	836003	817216	10F	56.44	50.94	110.7	61.2	25.939	56.5157	21.2070	33.1226	13.3321	44.3	9.0
A16-4	40,30	836003	817216	11F	60.19	54.69	111.1	61.1	25.791	56.5118	21.2004	33.1148	13.3258	44.6	9.2
A16-5	40,30	836003	817216	12F	63.49	57.99	111.2	60.9	25.690	56.5094	21.1959	33.1100	13.3213	44.8	9.3
A16-6	40,30	836003	817216	13F	66.79	61.29	111.4	60.8	25.613	56.5074	21.1923	33.1066	13.3178	45.1	9.4
A16-7	40,30	836003	817216	14F	70.09	64.59	111.5	60.8	25.557	56.5057	21.1895	33.1039	13.3150	45.4	9.4
A16-8	40,30	836003	817216	15F	73.39	67.89	111.8	60.9	25.520	56.5041	21.1875	33.1012	13.3129	45.7	9.4
A16-9	40,30	836003	817216	16F	76.69	71.19	113.6	61.2	25.499	56.5027	21.1861	33.0983	13.3115	46.0	9.5
A16-10	40,30	836003	817216	17F	80.39	74.89	115.0	61.5	25.494	56.5013	21.1852	33.0944	13.3105	46.3	9.5
A16-11	40,30	836003	817216	18F	84.09	78.59	116.3	62.0	25.506	56.4999	21.1850	33.0898	13.3101	46.7	9.7
A16-12	40,30	836003	817216	19F	87.79	82.29	117.8	62.5	25.534	56.4987	21.1854	33.0845	13.3102	47.1	10.0
A16-13	40,30	836003	817216	20F	91.49	85.99	121.1	62.6	25.577	56.4976	21.1863	33.0788	13.3108	47.5	10.4
A16-14	40,30	836003	817216	21F	95.34	89.84	123.1	62.6	25.636	56.4965	21.1878	33.0803	13.3120	47.9	10.8
A16-15	40,30	836003	817216	RF	100.00	94.50	125.8	62.5	25.725	56.4954	21.1902	33.0864	13.3140	48.5	11.3

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mPD	Flag Pole Receiver Height, mAG	Predicted Cumulative Impacts (μg/m³) in Year 2029								
		x	y				NO_2			RSP		FSP		SO_2	
							1-h (AQO=200)	24-h(AQO=120)	Annual (AQO=40)	24-h (AQO=75)	Annual (AQO=30)	24-h (AQO=37.5)	Annual (AQO=15)	10-min (AQO=500)	24-h (AQO=40)
		Easting	Northing				19th highest	10th highest		10th highest		19th highest		4th highest	4th highest
A17-1	40,30	835977	817226	8F	48.95	43.45	110.8	60.5	26.362	56.5299	21.2243	33.1419	13.3485	44.3	8.9
A17-2	40,30	835977	817226	9F	52.84	47.34	110.9	61.0	26.122	56.5199	21.2141	33.1294	13.3387	44.5	9.0
A17-3	40,30	835977	817226	10F	56.44	50.94	110.8	61.7	25.948	56.5143	21.2065	33.1203	13.3315	44.8	9.1
A17-4	40,30	835977	817226	11F	60.19	54.69	111.0	61.6	25.807	56.5106	21.2003	33.1133	13.3254	45.1	9.3
A17-5	40,30	835977	817226	12F	63.49	57.99	111.8	61.4	25.712	56.5083	21.1960	33.1089	13.3212	45.4	9.3
A17-6	40,30	835977	817226	13F	66.79	61.29	111.8	61.4	25.640	56.5065	21.1926	33.1057	13.3179	45.7	9.4
A17-7	40,30	835977	817226	14F	70.09	64.59	111.5	61.4	25.590	56.5050	21.1900	33.1032	13.3153	46.0	9.4
A17-8	40,30	835977	817226	15F	73.39	67.89	111.7	61.5	25.558	56.5036	21.1882	33.1007	13.3135	46.4	9.4
A17-9	40,30	835977	817226	16F	76.69	71.19	112.6	61.7	25.543	56.5023	21.1870	33.0979	13.3122	46.7	9.4
A17-10	40,30	835977	817226	17F	80.39	74.89	115.5	62.1	25.544	56.5010	21.1864	33.0942	13.3114	47.1	9.7
A17-11	40,30	835977	817226	18F	84.09	78.59	117.0	62.6	25.562	56.4998	21.1864	33.0898	13.3112	47.5	10.0
A17-12	40,30	835977	817226	19F	87.79	82.29	117.9	63.1	25.597	56.4987	21.1870	33.0848	13.3116	48.0	10.3
A17-13	40,30	835977	817226	20F	91.49	85.99	121.2	63.0	25.647	56.4977	21.1881	33.0793	13.3124	48.4	10.6
A17-14	40,30	835977	817226	21F	95.34	89.84	123.5	63.0	25.713	56.4967	21.1899	33.0836	13.3138	48.9	11.0
A17-15	40,30	835977	817226	RF	100.00	94.50	126.3	62.9	25.812	56.4956	21.1926	33.0901	13.3161	49.5	11.6
A18-1	40,30	835968	817253	8F	48.95	43.45	110.8	61.5	26.354	56.5282	21.2226	33.1380	13.3465	43.8	9.0
A18-2	40,30	835968	817253	9F	52.84	47.34	111.1	62.1	26.126	56.5185	21.2129	33.1235	13.3373	44.0	9.1
A18-3	40,30	835968	817253	10F	56.44	50.94	111.1	62.3	25.961	56.5131	21.2058	33.1162	13.3305	44.3	9.2
A18-4	40,30	835968	817253	11F	60.19	54.69	111.1	62.1	25.829	56.5097	21.2000	33.1107	13.3248	44.6	9.3
A18-5	40,30	835968	817253	12F	63.49	57.99	111.7	61.9	25.742	56.5076	21.1959	33.1072	13.3209	44.9	9.3
A18-6	40,30	835968	817253	13F	66.79	61.29	111.9	61.8	25.678	56.5059	21.1929	33.1047	13.3179	45.2	9.3
A18-7	40,30	835968	817253	14F	70.09	64.59	111.7	61.8	25.634	56.5045	21.1906	33.1026	13.3156	45.5	9.5
A18-8	40,30	835968	817253	15F	73.39	67.89	112.5	61.9	25.609	56.5033	21.1890	33.1005	13.3140	45.9	9.7
A18-9	40,30	835968	817253	16F	76.69	71.19	112.9	62.1	25.602	56.5021	21.1881	33.0980	13.3130	46.2	10.0
A18-10	40,30	835968	817253	17F	80.39	74.89	114.7	62.4	25.611	56.5010	21.1878	33.0946	13.3124	46.7	10.3
A18-11	40,30	835968	817253	18F	84.09	78.59	118.0	62.8	25.637	56.4999	21.1881	33.0904	13.3125	47.1	10.6
A18-12	40,30	835968	817253	19F	87.79	82.29	120.5	63.0	25.681	56.4989	21.1890	33.0856	13.3132	47.5	10.9
A18-13	40,30	835968	817253	20F	91.49	85.99	121.6	62.9	25.739	56.4979	21.1904	33.0833	13.3143	48.0	11.2
A18-14	40,30	835968	817253	21F	95.34	89.84	124.2	62.8	25.816	56.4970	21.1925	33.0890	13.3160	48.5	11.6
A18-15	40,30	835968	817253	RF	100.00	94.50	126.4	62.8	25.928	56.4961	21.1957	33.0959	13.3187	49.1	12.1
A19-1	40,30	835978	817272	8F	48.95	43.45	110.7	62.0	26.346	56.5276	21.2217	33.1350	13.3455	42.8	9.0
A19-2	40,30	835978	817272	9F	52.84	47.34	110.5	62.5	26.122	56.5183	21.2122	33.1212	13.3365	43.0	9.1
A19-3	40,30	835978	817272	10F	56.44	50.94	110.5	62.2	25.961	56.5132	21.2053	33.1148	13.3299	43.2	9.2
A19-4	40,30	835978	817272	11F	60.19	54.69	110.6	62.0	25.832	56.5098	21.1996	33.1101	13.3244	43.5	9.3
A19-5	40,30	835978	817272	12F	63.49	57.99	111.6	61.8	25.747	56.5077	21.1957	33.1073	13.3206	43.8	9.3
A19-6	40,30	835978	817272	13F	66.79	61.29	111.7	61.6	25.686	56.5061	21.1927	33.1052	13.3176	44.1	9.5
A19-7	40,30	835978	817272	14F	70.09	64.59	111.7	61.6	25.644	56.5048	21.1905	33.1034	13.3154	44.4	9.7
A19-8	40,30	835978	817272	15F	73.39	67.89	111.8	61.6	25.621	56.5035	21.1890	33.1015	13.3139	44.7	9.8
A19-9	40,30	835978	817272	16F	76.69	71.19	112.5	61.7	25.615	56.5024	21.1882	33.0992	13.3129	45.0	10.0
A19-10	40,30	835978	817272	17F	80.39	74.89	114.8	62.0	25.627	56.5012	21.1879	33.0959	13.3125	45.4	10.2
A19-11	40,30	835978	817272	18F	84.09	78.59	117.3	62.4	25.656	56.5001	21.1883	33.0919	13.3126	45.8	10.4
A19-12	40,30	835978	817272	19F	87.79	82.29	120.2	62.5	25.702	56.4991	21.1893	33.0871	13.3133	46.2	10.7
A19-13	40,30	835978	817272	20F	91.49	85.99	121.7	62.4	25.763	56.4982	21.1908	33.0858	13.3146	46.6	11.0
A19-14	40,30	835978	817272	21F	95.34	89.84	125.2	62.3	25.843	56.4973	21.1930	33.0916	13.3164	47.1	11.3
A19-15	40,30	835978	817272	RF	100.00	94.50	126.7	62.2	25.959	56.4963	21.1963	33.0988	13.3192	47.6	11.9
A20-1	40,30	835992	817280	8F	48.95	43.45	110.6	62.0	26.335	56.5276	21.2212	33.1341	13.3451	42.1	8.9
A20-2	40,30	835992	817280	9F	52.84	47.34	110.4	62.3	26.112	56.5185	21.2118	33.1207	13.3361	42.3	9.0
A20-3	40,30	835992	817280	10F	56.44	50.94	110.3	62.0	25.952	56.5134	21.2049	33.1147	13.3295	42.5	9.2
A20-4	40,30	835992	817280	11F	60.19	54.69	110.5	61.7	25.823	56.5101	21.1992	33.1103	13.3240	42.8	9.3
A20-5	40,30	835992	817280	12F	63.49	57.99	111.6	61.5	25.738	56.5080	21.1953	33.1077	13.3202	43.0	9.3
A20-6	40,30	835992	817280	13F	66.79	61.29	111.6	61.4	25.676	56.5064	21.1923	33.1058	13.3173	43.3	9.5
A20-7	40,30	835992	817280	14F	70.09	64.59	111.6	61.3	25.635	56.5050	21.1901	33.1042	13.3150	43.5	9.6
A20-8	40,30	835992	817280	15F	73.39	67.89	111.7	61.3	25.611	56.5037	21.1886	33.1025	13.3135	43.8	9.7
A20-9	40,30	835992	817280	16F	76.69	71.19	112.5	61.4	25.605	56.5026	21.1877	33.1002	13.3125	44.1	9.9
A20-10	40,30	835992	817280	17F	80.39	74.89	115.0	61.6	25.615	56.5013	21.1874	33.0970	13.3120	44.5	10.1
A20-11	40,30	835992	817280	18F	84.09	78.59	117.4	62.0	25.644	56.5002	21.1878	33.0929	13.3121	44.8	10.3
A20-12	40,30	835992	817280	19F	87.79	82.29	120.4	62.1	25.690	56.4992	21.1887	33.0881	13.3128	45.2	10.6
A20-13	40,30	835992	817280	20F	91.49	85.99	121.3	62.0	25.751	56.4982	21.1903	33.0863	13.3140	45.6	10.8
A20-14	40,30	835992	817280	21F	95.34	89.84	125.3	61.9	25.830	56.4973	21.1924	33.0922	13.3158	46.0	11.2
A20-15	40,30	835992	817280	RF	100.00	94.50	129.4	61.8	25.945	56.4963	21.1957	33.0994	13.3186	46.5	11.8

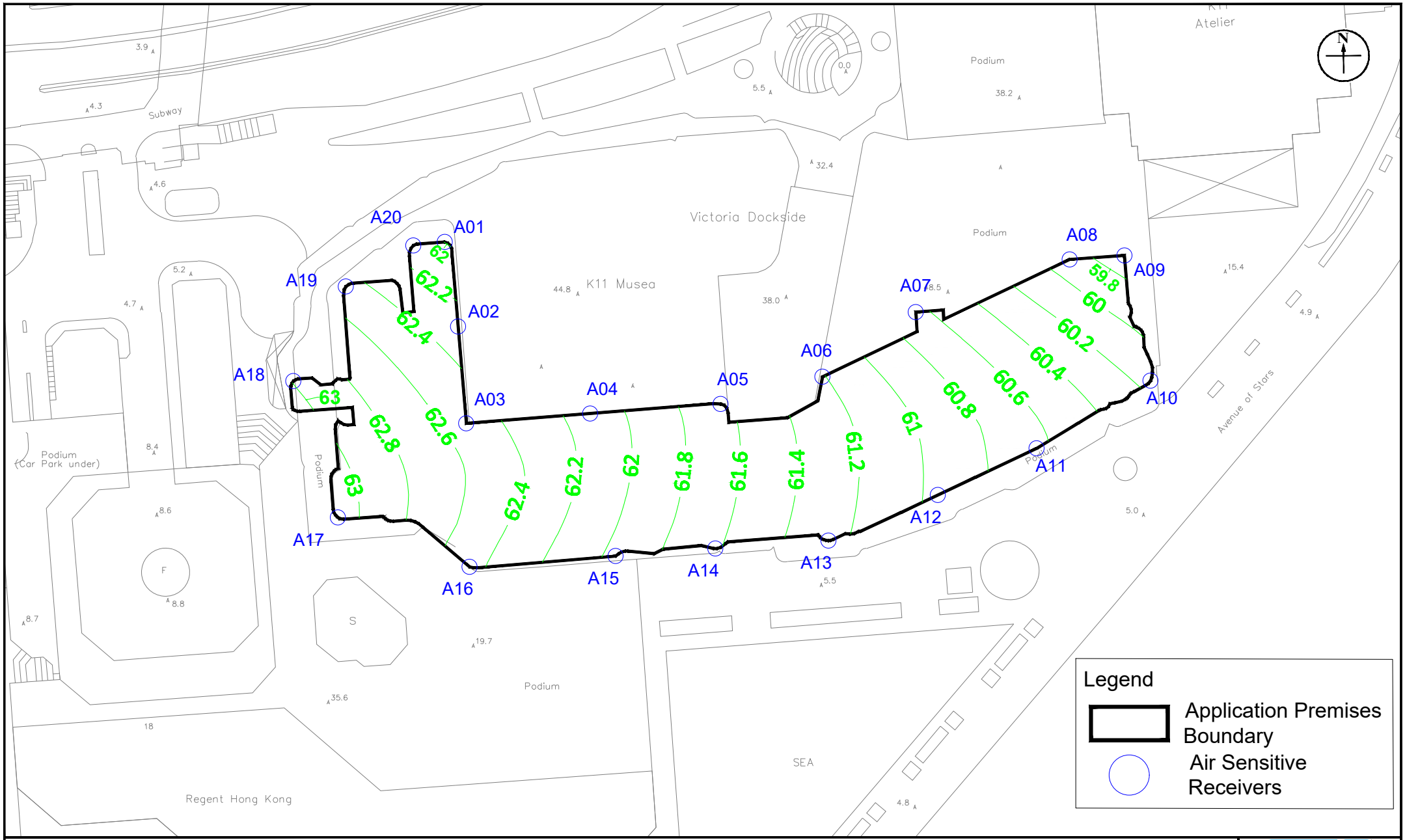
Remark: The value highlighted in yellow represents nthe highest concentrations for each pollutant amond the predicted results.

Appendix 4-12

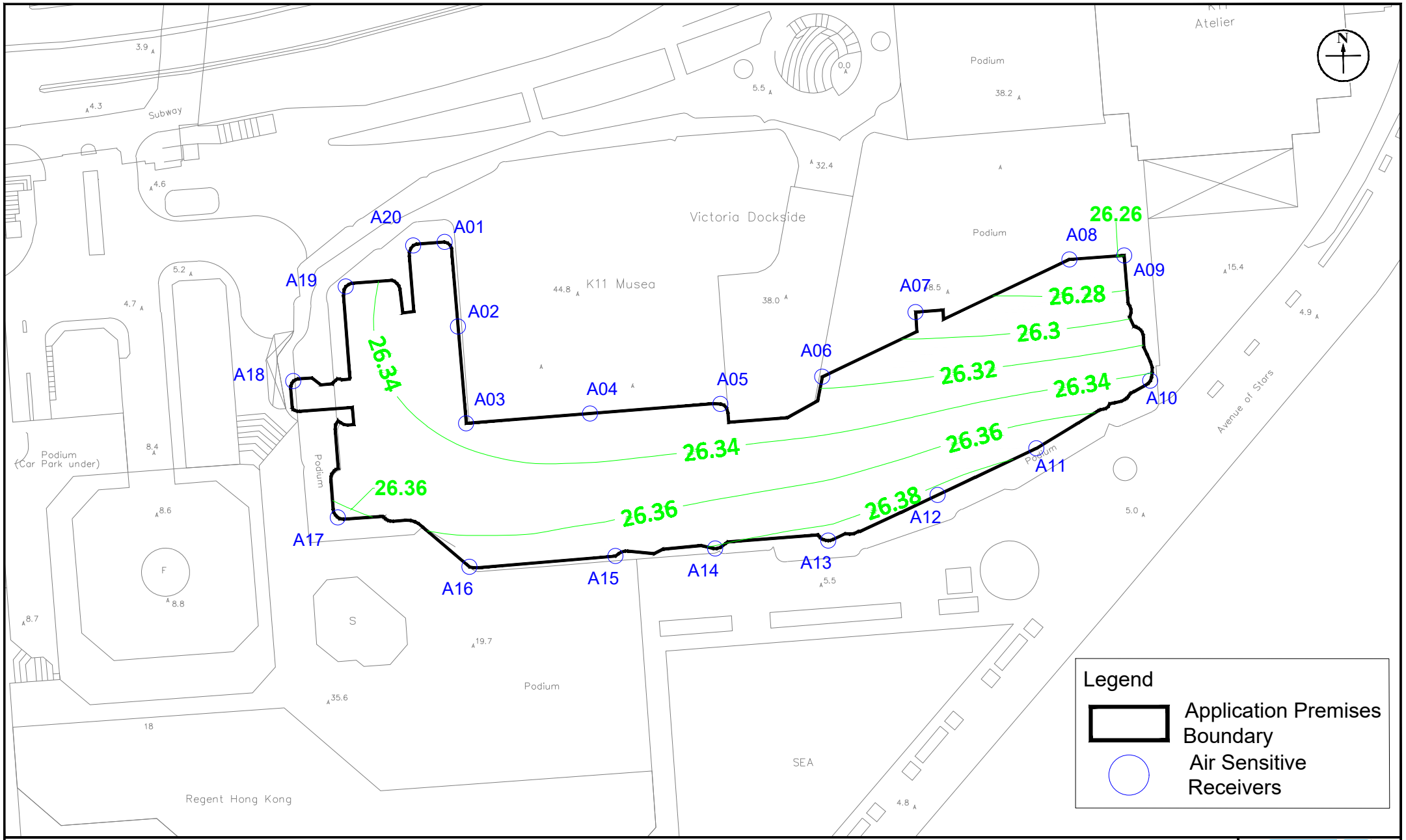
Contour Map of NO2, RSP, FSP and SO2



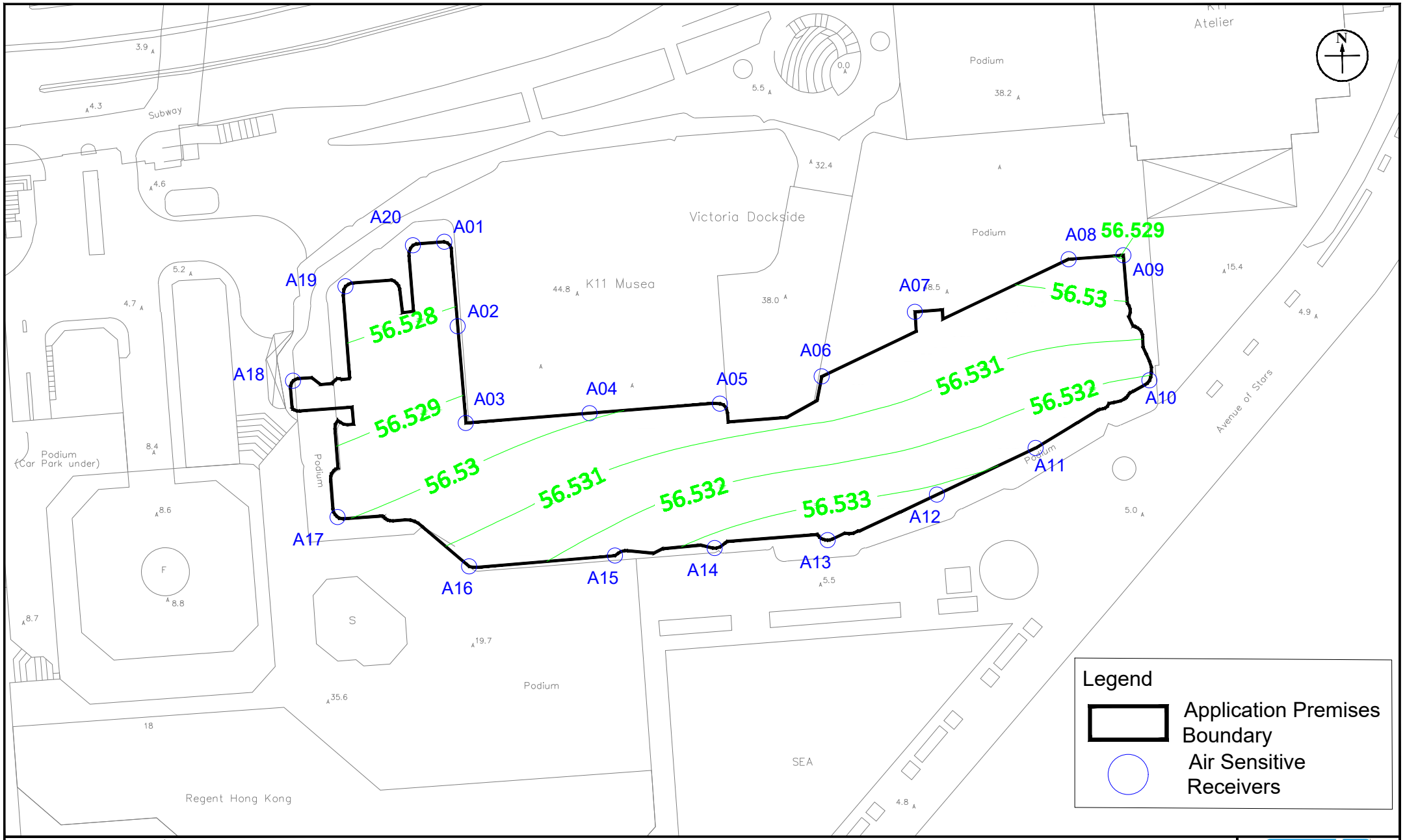
Appendix: 4.12a		RAMBOLL
Title:	Contour Map of the 19th Highest Hourly Average Concentration of NO_2 in μgm^{-3} (Assessment Level: 94.5m Above Ground, Floor No.: RF) (AQO standard: $200\mu gm^{-3}$)	Drawn by: AW Checked by: CC
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui Kowloon (Kowloon Inland Lot No. 9844 (Part))	Rev.: 1.2 Date: Oct 2025



Appendix: 4.12b		RAMBOLL
Title:	Contour Map of the 10th Highest Daily Average Concentration of NO_2 in μgm^{-3} (Assessment Level: 82.29m Above Ground, Floor No.: 19F) (AQO standard: $120\mu gm^{-3}$)	Drawn by: AW Checked by: CC
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui Kowloon (Kowloon Inland Lot No. 9844 (Part))	Rev.: 1.2 Date: Oct 2025



Appendix: 4.12c		RAMBOLL
Title:	Contour Map of Annual Average Concentration of NO_2 in μgm^{-3} (Assessment Level: 43.45m Above Ground, Floor No.: 8F) (AQO standard: $40\mu gm^{-3}$)	Drawn by: AW Checked by: CC
Project:	Propose "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui Kowloon (Kowloon Inland Lot No. 9844 (Part))	Rev.: 1.3 Date: Dec 2025



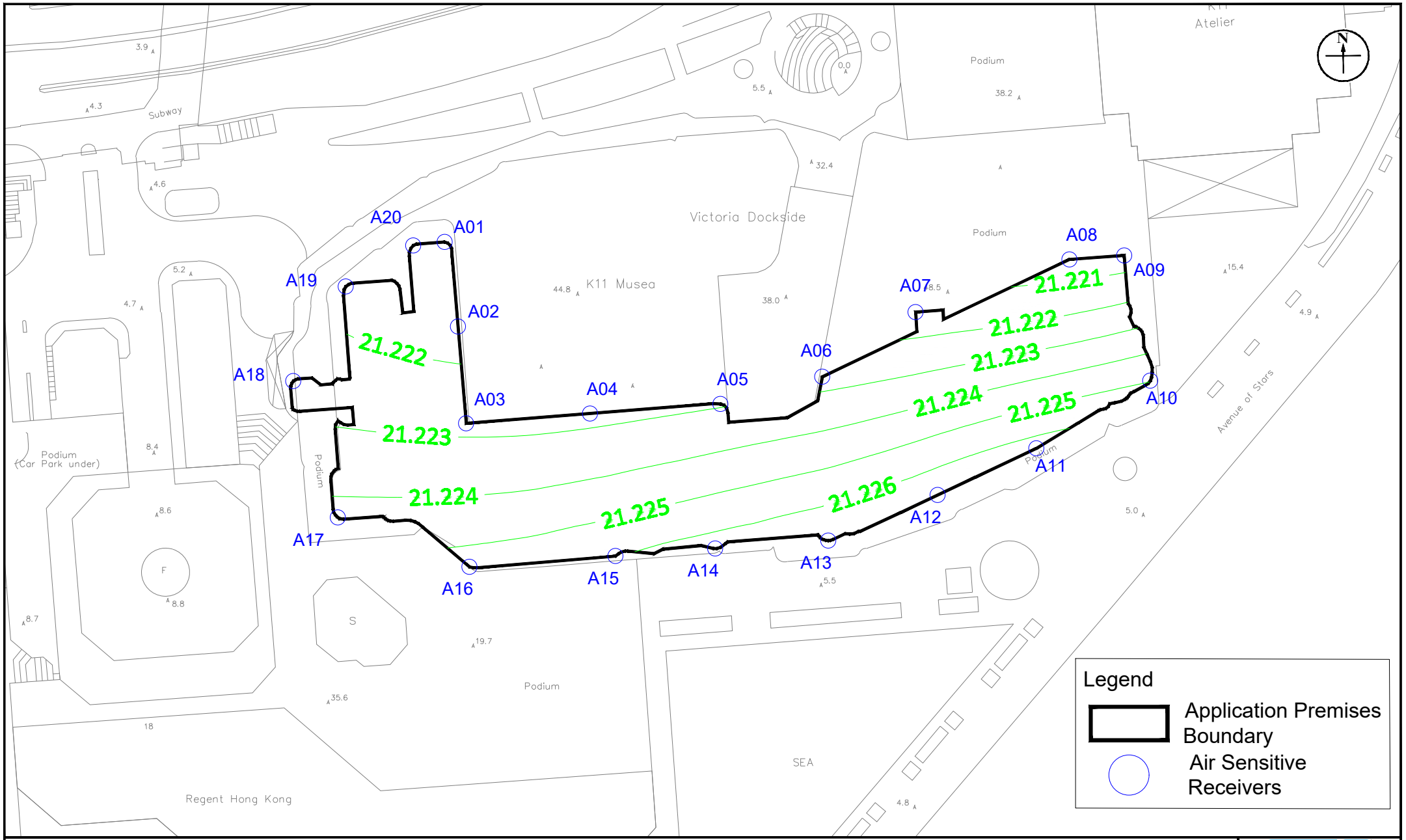
Appendix: 4.12d

Title: Contour Map of the 10th Highest Daily Average Concentration of RSP in μgm^{-3}
(Assessment Level: 43.45m Above Ground, Floor No.: 8F) (AQO standard: $75\mu gm^{-3}$)

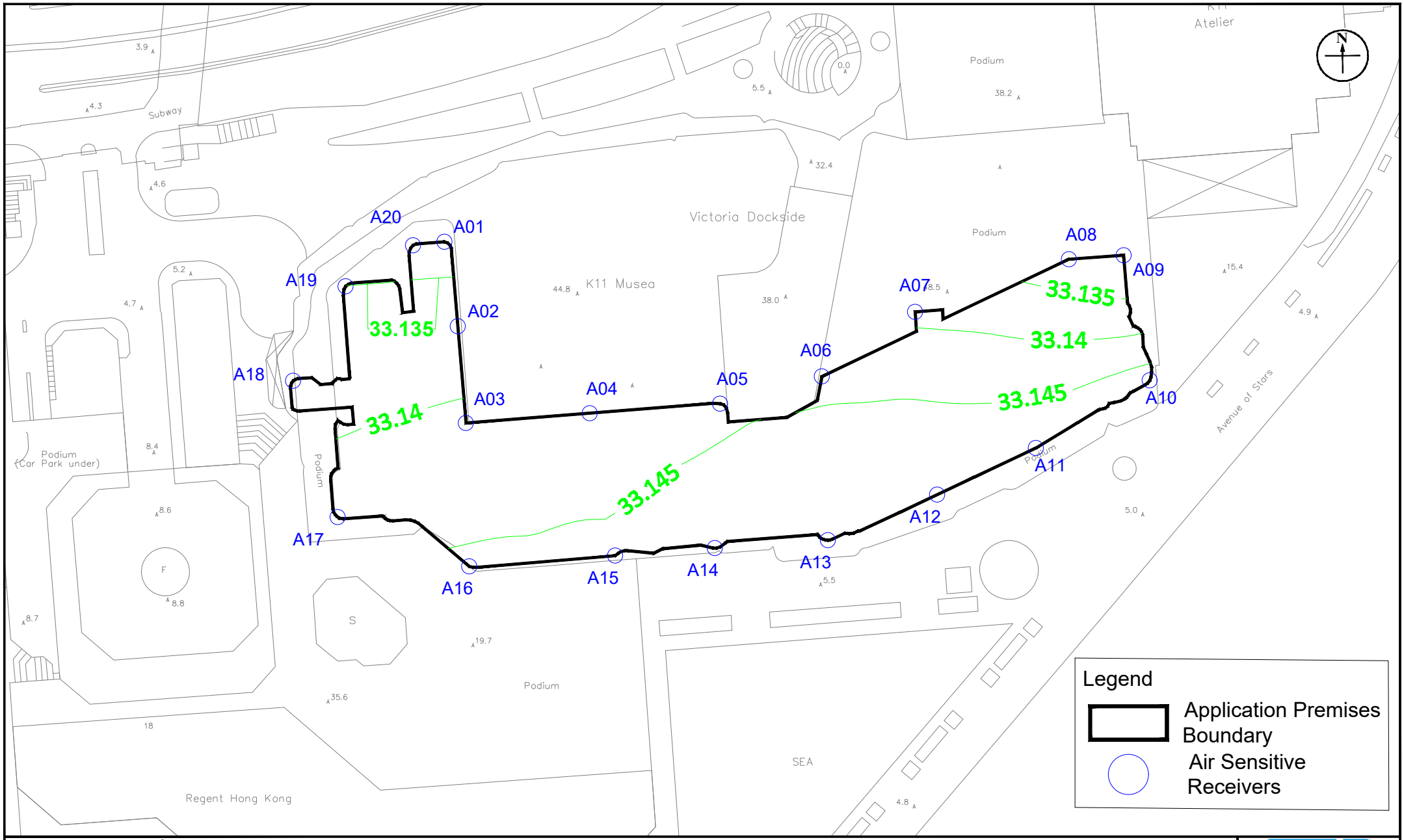
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui Kowloon (Kowloon Inland Lot No. 9844 (Part))

RAMBOLL

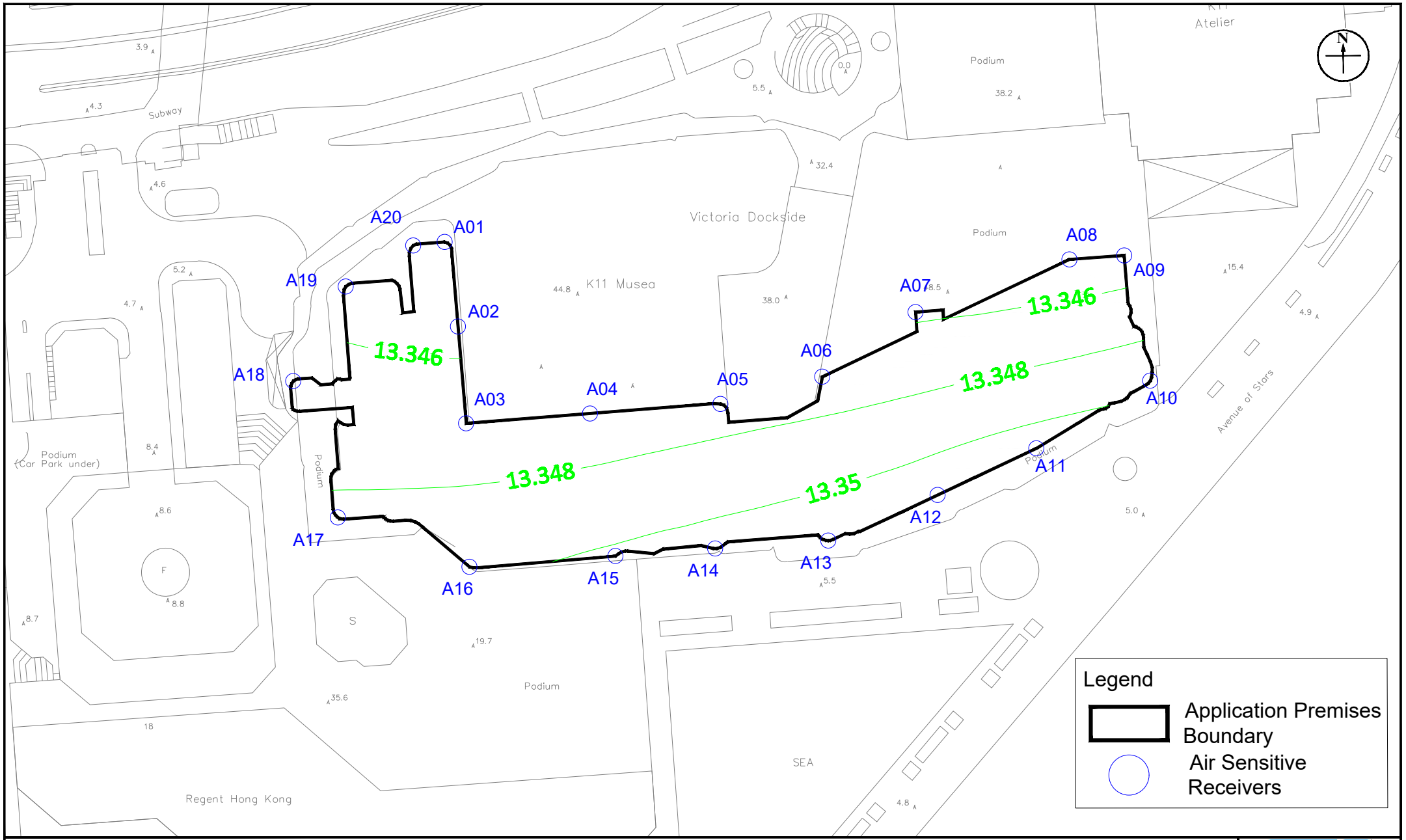
Drawn by:	AW
Checked by:	CC
Rev.:	1.2
Date:	Oct 2025



Appendix: 4.12e		RAMBOLL
Title:	Contour Map of the Annual Average Concentration of RSP in μgm^{-3} (Assessment Level: 43.45m Above Ground, Floor No.: 8F) (AQO standard: $30\mu gm^{-3}$)	Drawn by: AW Checked by: CC
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui Kowloon (Kowloon Inland Lot No. 9844 (Part))	Rev.: 1.2 Date: Oct 2025



Appendix: 4.12f		RAMBOLL
Title:	Contour Map of the 19th Highest Daily Average Concentration of FSP in μgm^{-3} (Assessment Level: 43.45m Above Ground, Floor No.: 8F) (AQO standard: $37.5\mu gm^{-3}$)	Drawn by: AW Checked by: CC
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui Kowloon (Kowloon Inland Lot No. 9844 (Part))	Rev.: 1.2 Date: Oct 2025



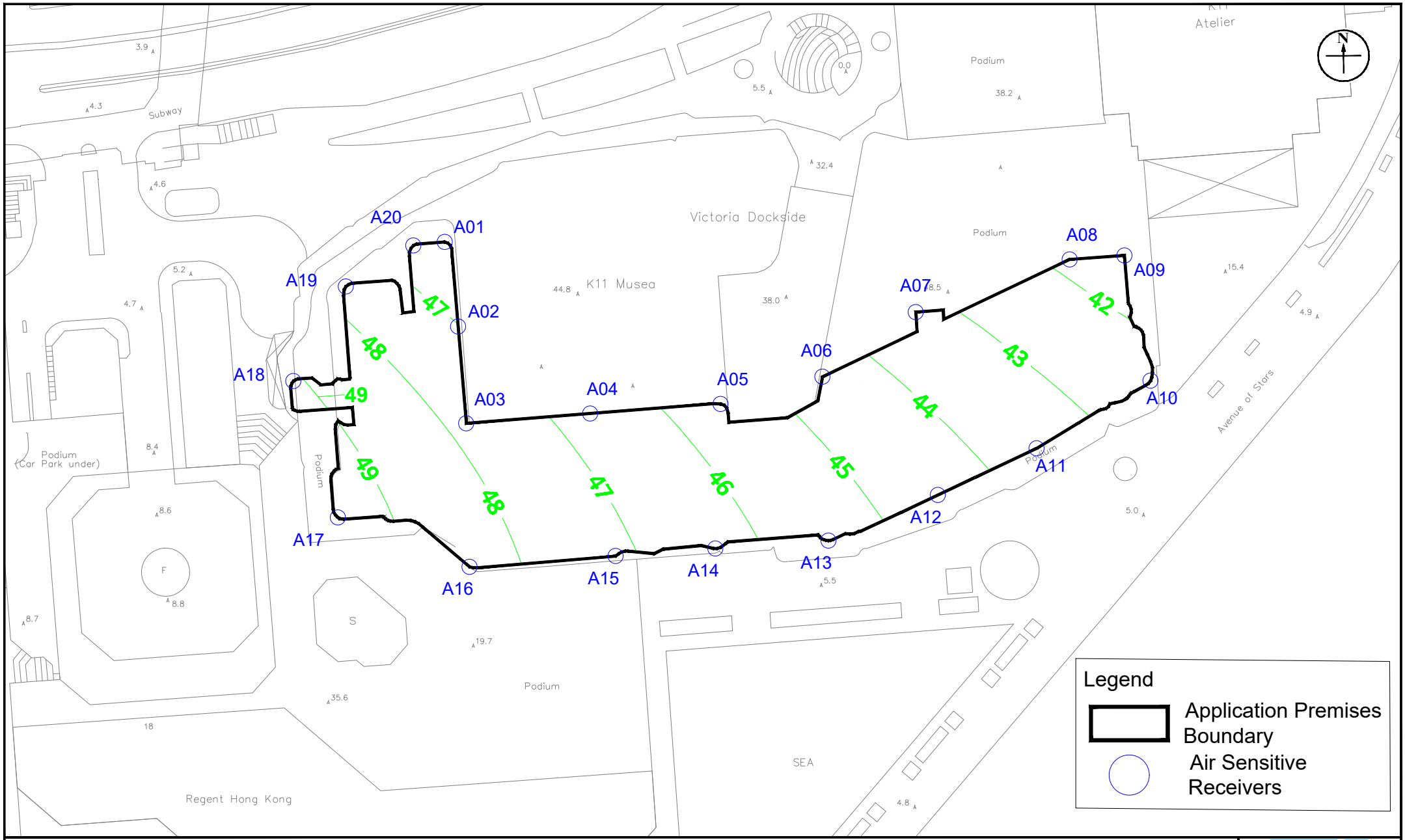
Appendix: 4.12g

Title: Contour Map of the Annual Average Concentration of FSP in μgm^{-3}
(Assessment Level: 43.45m Above Ground, Floor No.: 8F) (AQO standard: $15\mu gm^{-3}$)

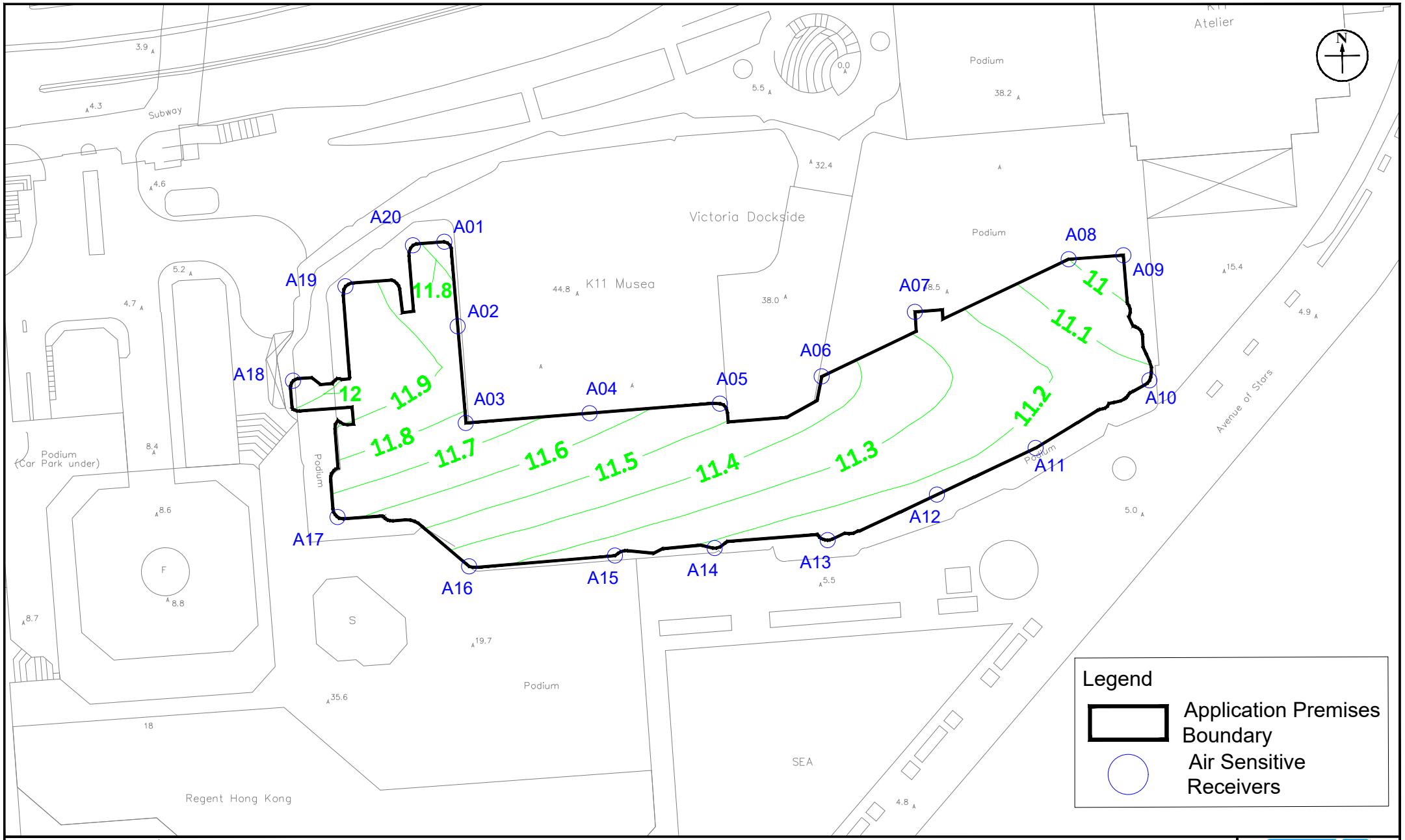
Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui Kowloon (Kowloon Inland Lot No. 9844 (Part))

RAMBOLL

Drawn by:	AW
Checked by:	CC
Rev.:	1.2
Date:	Oct 2025



Appendix: 4.12h		RAMBOLL
Title:	Contour Map of the 4th Highest 10-minute Average Concentration of SO_2 in μgm^{-3} (Assessment Level: 94.5m Above Ground, Floor No.: RF) (AQO standard: 500μgm^{-3})	Drawn by: AW Checked by: CC
Project:	Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui Kowloon (Kowloon Inland Lot No. 9844 (Part))	Rev.: 1.2 Date: Oct 2025



Appendix: 4.12i

Title: Contour Map of the 4th Highest Daily Average Concentration of SO_2 in μgm^{-3}
(Assessment Level: 94.5m Above Ground, Floor No.: RF) (AQO standard: $40\mu gm^{-3}$)

Project: Proposed "Flat" (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui Kowloon (Kowloon Inland Lot No. 9844 (Part))

RAMBOLL

Drawn by:	AW
Checked by:	CC
Rev.:	1.2
Date:	Oct 2025

Appendix 4-13

Correspondence for Information of Mody Road Bus Terminus Mechanical Ventilation Exhaust

Anna Wu

From: [redacted]
Sent: Tuesday, August 19, 2025 5:43 PM
To: Anna Wu
Subject: Request for Information of Mechanical Ventilation Exhaust at Tsim Sha Tsui (Mody Road) Public Transport Interchange (Case Ref: 3-8844479703)

19/08/2025

Dear Sir/Madam,

Subject: Request for Information of Mechanical Ventilation Exhaust at Tsim Sha Tsui (Mody Road) Public Transport Interchange (Case Ref: 3-8844479703)

Regarding your above case, the consolidated reply of the Transport Department and Electrical and Mechanical Services Department is as follows –

" This Department does not possess such information."

If you have any questions about this reply, please contact us.

Best regards,
Peter Li
Customer Service Officer
1823

[redacted]

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https://eur03.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.1823.gov.hk%2Fen%2Fdi.shtm&data=05%7C02%7Caymwu%40ramboll.com%7C1d315607f512462fc4cf08dddf04bc44%7Cc8823c91be814f89b0246c3dd789c106%7C0%7C0%7C638911933625313891%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=bW%2Fobii0zqvK9EJS0X%2FGsqHrTsyLl9QQdQRiaVonFl8%3D&reserved=0

Annex C

Prepared by

Ramboll Hong Kong Limited

PROPOSED 'FLAT' (IN-SITU CONVERSION) IN "COMMERCIAL (7)" ZONE, NO. 18 SALISBURY ROAD, TSIM SHA TSUI, KOWLOON (KOWLOON INLAND LOT NO. 9844 (PART))

ENVIRONMENTAL ASSESSMENT

Date	**January 2026**
Prepared by	**Simon Lai** **Senior Environmental Consultant**
Signed	
Approved by	**Calvin CHIU** **Technical Director**
Signed	
Document No.	**R9623_v1.3**

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21/F, BEA Harbour View Centre
56 Gloucester Road, Wan Chai, Hong Kong

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Appendix 3.3 Catalogue of Fixed Noise Sources
Appendix 3.4 Results of Fixed Source Noise Impact Assessment
Appendix 4.1 Correspondence with Heliservices

1. INTRODUCTION

1.1 Background

1.1.1 The Victoria Dockside development is located at No.18 Salisbury Road, Tsim Sha Tsui, Kowloon. It is currently zoned "Commercial (7)" ("C(7)") under the Draft Tsim Sha Tsui Outline Zoning Plan (OZP) No. S/K1/29, and is within Kowloon Inland Lot No. 9844. The Victoria Dockside development comprises, inter alia, (i) K11 MUSEA, a retail mall integrating premier art, design and leisure experiences, (ii) Grade A office space (K11 ATELIER), (iii) Rosewood Hotel Hong Kong, (iv) hotel-like serviced apartment Rosewood Residences; and (v) another hotel-like serviced apartment K11 ARTUS.

1.1.2 The Applicant is now seeking approval from the Town Planning Board under section 16 of the Town Planning Ordinance for the Proposed 'Flat' (In-situ Conversion) at K11 ARTUS ("the Premises"). The Proposal involves the in-situ conversion of existing hotel-like serviced apartments at K11 ARTUS into a maximum of 205 nos. of units for greater spectrum of uses in the complex with the intention to reinforce the sense of place, neighbourhood and vibrancy.

1.1.3 Since it only involves conversion of the existing building, there will be no substantial construction work involved. Necessary conversion work may include removal/installation of partitioning for internal layout adjustment and fitting-out works.

1.1.4 Ramboll Hong Kong Limited is commissioned by the Applicant to provide environmental consultancy service to prepare the Environmental Assessment (EA) based on the proposal. This EA is prepared as a technical supporting document to examine any potential environmental noise impact and other types of environmental impact arising from the proposed in-situ conversion. Environmental air quality impact and sewerage impact will be addressed in separate submissions.

1.1.5 The design of the proposed scheme and other technical information on the proposed in-situ conversion are provided by the Applicant, whereas the traffic forecast is provided by the Project Traffic Consultant (MVA Asia Limited).

1.2 The Proposed In-situ Conversion

1.2.1 It is proposed to convert the existing hotel-like suite-type guest rooms at K11 ARTUS to residential units.

1.2.2 The Victoria Dockside development comprises a high-rise block (in which Rosewood Hong Kong, Rosewood Residences, office namely K11 ATELIER, etc. are accommodated) and a low-rise block (in which K11 ARTUS is accommodated). K11 ARTUS (the Premises) occupies 8/F to 21/F of the low-rise block. The floors below are occupied by a podium with retail uses. The proposal will convert the existing guest rooms of the Premises by slightly modifying the internal layout and combining areas to units of about 205 numbers. The overall structure, building facades and the existing balconies will be kept intact.

1.2.3 The tentative completion year is 2029. **Figure 1.1** shows the location of the Premises. Please refer to the planning statement under this application for the proposed scheme.

1.3 Appraisal of Environmental Impacts

Road Traffic Noise Impact

1.3.1 The major road traffic noise source with respect to the Premises arises from the road carriageways from northwest to northeast (i.e. Nathan Road, Salisbury Road and Chatham Road South). As observed in the survey on 24 October 2024, 20 November 2024 and 06 June 2025, the noise environment is dominated by road traffic noise. Road traffic noise impact assessment has been conducted to address the potential road traffic noise impact upon completion with noise mitigation measures proposed where necessary (detailed in **Section 2**).

Railway Noise Impact

1.3.2 It is understood that existing MTR Tsuen Wan Line and Tuen Ma Line lay underground along Nathan Road and Salisbury Road respectively. As they are located underground, airborne railway noise impact on the proposed residential use is unlikely a concern.

1.3.3 The Victoria Dockside Development is located nearest to MTR Tuen Ma Line under Salisbury Road (the section was previously known as Kowloon Southern Link). Referring to the EIA report (AEIAR-083/2005 – Kowloon Southern Link), ground borne noise impact on various noise sensitive receivers alongside the alignment has been assessed. The noise criteria for domestic premises is: Leq(30min)(0700-2300) 55dB(A) and Leq(30min)(2300-0700) 45dB(A). According to Table 7-7 of the EIA report, predicted Leq(30min) noise level at NSRs nearby such as Sheraton Hotel (4/F) is <35dB(A) and is well below the standard. Since the future domestic dwellings at Victoria Dockside Development are sited further away from Tuen Ma Line and are elevated higher when compared to Sheraton Hotel (4/F), it is anticipated that the ground-borne noise impact would be below 35dB(A) and would not suggest any exceedance. Moreover, according to the discussion under S7.2.6 of the EIA report, cumulative impacts from existing MTR Tsuen Wan Line are considered insignificant. Therefore, no adverse overall ground-borne noise impact on the Premises is anticipated.

Fixed Source Noise Impact

1.3.4 Site surveys were conducted on 24 October 2024, 20 November 2024 and 06 June 2025 to identify any environmental nuisance. Various fixed noise sources are identified within 300m from the Premises. They have been taken into account in the fixed source noise impact assessment detailed in **Section 3**.

Helicopter Noise Impact

1.3.5 It is understood that helipad facilities are provided at rooftop of Peninsula Hotel. There is a minimum horizontal separation of over 250m from the nearest façade of the future dwelling of the Premises. Nonetheless, as the facilities are within 300m from the Premises, the potential noise impact has been evaluated in the helicopter noise impact assessment in **Section 4**.

Operational Water Quality Impact

1.3.6 There are existing drainage and sewerage pipes situated at the immediate north of the Victoria Dockside along Salisbury Road. Surface runoff is collected and conveyed towards west, while sewage is conveyed towards east to public drainage and sewerage system respectively. The proposed conversion would not change the discharge connection.

1.3.7 Since this is an in-situ conversion project only involving mainly change of internal layout and does not change the discharge connection, there will be no change on the

amount of surface runoff and the flow regime. No adverse drainage impact is anticipated.

1.3.8 A separate Sewerage Impact Assessment (SIA) has been prepared to address potential sewerage impact upon the in-situ conversion (operational phase). Please refer to the SIA report under this application for details.

1.3.9 No adverse water quality impact during operation of the project is anticipated.

Construction Phase Environmental Impacts

Noise

1.3.10 Construction noise is controlled under the Noise Control Ordinance (NCO). As this is an in-situ conversion project and mainly involves removal/installation of partitioning and fitting-out works, there will be no percussive piling involved. There is also limited use of powered mechanical equipment. Nevertheless, the *"Technical Memorandum on Noise From Construction Work Other than Percussive Piling"* (TM1) and *"Technical Memorandum on Noise From Construction Work in Designated Areas"* (TM2) will be observed and followed, where applicable.

1.3.11 For construction works other than percussive piling, noise limits for daytime construction activities are set out in the ProPECC PN 1/24 *"Minimizing Noise from Construction Activities"* and tabulated below in **Table 1.1**. It will be observed and followed together with guidelines and house rules under *"Pilot Scheme on Quiet Renovation"*.

1.3.12 Best Management practice will also be adopted where appropriate to suppress the impact. In all circumstances, future contractor will be required to exercise adequate mitigation measures (including but not limited to, using well-maintained plants on-site only, using electric-powered equipment where applicable, scheduling noisy operations during non-restricted hours where possible) to minimise potential construction noise impact on the surrounding noise sensitive uses.

Table 1.1 Noise Limit for Daytime Construction Activities

Noise Sensitive Receivers	Leq(30min), dB(A)
All domestic premises Temporary housing accommodation Hostels Convalescences homes Homes for the aged	75
Places of public worship Courts of law Hospitals and medical clinics	70
Educational institutions (including kindergartens and nurseries)	70 (65 during examinations)

Water Quality

1.3.13 This is an in-situ conversion project with already established sewage and drainage systems, which will remain unchanged. Sewage and surface runoff will be collected and discharged to public sewers and drains respectively. ProPECC PN 2/24 on *Construction Site Drainage* will be observed and followed, where applicable. Best management practice will also be adopted. No adverse water quality impact during the construction phase is anticipated.

Waste Management

1.3.14 This is an in-situ conversion project and would not involve substantial construction work. Necessary conversion work may include removal/installation of partitioning and fitting-out works.

1.3.15 Waste may arise from demolition of the existing partitions and outfit materials, which may contain both inert (e.g. debris arising from demolition of partition) and non-inert (e.g. packaging material) materials. It is estimated that there will be limited C&D waste to be generated due to the project nature. They will be collected and segregated where practicable. Recyclables will be collected by or delivered to recycler. Inert C&D material will be delivered to public fill reception facility, while non-inert C&D material will be disposed at designated landfill site.

1.3.16 Given that no substantial construction work will be carried out, only limited number of workers would be required. It is expected there will be dozens kg of general waste generated from workers daily.

1.3.17 There is unlikely any chemical waste generated during construction of the project. Nevertheless, chemical waste, if any, will be collected by licensed chemical waste collectors and disposed to chemical waste treatment facility or equivalent. Further details will be discussed in **Section 5**.

1.4 Organization of this Report

1.4.1 The report is structured as follows:-

- **Section 2** is a road traffic noise impact assessment;
- **Section 3** is a fixed source noise impact assessment;
- **Section 4** is a helicopter noise impact assessment;
- **Section 5** is a waste management implications assessment;
- **Section 6** is a concluding summary.

2. ROAD 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 Premises upon the in-situ conversion and to recommend mitigation measures where practicable to attenuate any impact identified.

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. The Premises comprise residential units and an ancillary clubhouse. The clubhouse will be air conditioned and will not rely on openable windows for ventilation, and is therefore not considered as noise sensitive in nature. Under the HKPSG, the criterion for road traffic noise impact on domestic premises (habitable rooms) in terms of $L_{10(1\text{-hour})}$ at typical facades of the Premises is 70dB(A).

2.3 Assessment Methodology

2.3.1 In the assessment, the potential noise impact arising from nearby road carriageways on the Premises has been assessed.

2.3.2 Future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows along existing and future road carriageways situated within the vicinity of the Premises are assessed. Calculation of predicted road traffic noise was based on the worst case peak hour traffic flows projected within a 15-year period from the tentative completion date (Year 2029) of the proposed in-situ conversion. For the worst-case scenario evaluation, the assessment year was chosen to be Year 2044, which has the maximum forecasted traffic flow within the 15-year period. The year 2044 traffic forecast data is attached in **Appendix 2.1**. Endorsement of the traffic forecast by Transport Department (TD) is provided in **Appendix 2.1**.

2.3.3 The U.K. Department of Transport's procedures "Calculation of Road Traffic Noise" (CRTN) was used to predict the hourly $L_{10(1\text{-hour})}$ noise levels generated from road traffic at selected representative NSRs. Practicable environmental mitigation measures have been recommended, where necessary. The predicted noise levels were compared with the relevant HKPSG noise standards (i.e. $L_{10(1\text{-hour})}$ 70dB(A)).

2.3.4 In this assessment, all roads are assumed of impervious surface and a speed limit of 50km/hr.

2.3.5 As mentioned in **S1.2**, the in-situ conversion largely involves 8/F to 21/F of the low block of the Victoria Dockside development only, while the retail uses below remain unchanged and the building envelope of K11 MUSEA would not be affected. In this context, the lower portion of the building mass (i.e. the existing retail podium) has been incorporated in the noise model under the base case scenario which would effect to provide shielding against road traffic noise.

2.4 Noise Sensitive Receivers

2.4.1 A number of Noise Sensitive Receivers (NSRs) have been set along all sensitive facades of the Premises to demonstrate the environmental acceptability in this assessment. All assessment points were taken at 1.2m above the floor and 1m away from the façade of possible future openable windows locations (as advised by the Applicant, the exact locations to be determined during detailed design stage) of rooms of sensitive use. These possible openable windows will serve to provide natural ventilation to fulfil relevant requirements under Building (Planning) Regulations. **Figure 2.1** illustrates the locations of the selected representative NSRs for road traffic noise impact assessment.

2.5 Road Traffic Noise Impact Assessment Result (Base Case)

2.5.1 The predicted road traffic noise levels on the selected NSRs under the base case scenario (i.e. no mitigation measures provided) have been presented in **Table 2.1** and **Appendix 2.2**.

Table 2.1 Summary of Road Traffic Noise Impact Assessment Results under Base Case Scenario

Scenario	Noise Criteria, L_{10}(1-hour), dB(A)	Max. Predicted Road Traffic Noise Level, L_{10}(1-hour), dB(A)	Total Number of Exceedance	Compliance Rate
AM Peak Flow	70	69	0	100%
PM Peak Flow	70	68	0	100%

2.5.2 The maximum predicted noise level is 69dB(A) at western façade with least shielding by the building mass underneath it. Full compliance with the relevant HKPSG noise standard is achieved for the Premises. No additional mitigation measures for the road traffic noises are therefore considered necessary.

2.6 Conclusion

2.6.1 Road traffic noise impact assessment has been carried out for the proposed in-situ conversion.

2.6.2 According to the road traffic noise impact assessment results, no noise exceedance with respect to the HKPSG noise criterion of 70dB(A) is identified under base case scenario. No adverse road traffic noise impact is anticipated on the proposed in-situ conversion to residential use.

3. FIXED SOURCE NOISE IMPACT ASSESSMENT

3.1 Introduction

3.1.1 The aim of this study is to assess potential noise impact arising from nearby fixed noise sources within the 300m assessment area of the Premises. Practical noise mitigation measures would be recommended, where necessary.

3.2 Assessment Criteria

3.2.1 According to the "*Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Spaces or Construction Sites*" (IND-TM) issued under the Noise Control Ordinance (NCO), the airborne noise shall comply with the Acceptable Noise Levels (ANL), which are influenced by the Area Sensitivity Rating (ASR).

3.2.2 According to the IND-TM, four (4) types of areas are defined, including: Rural Area, Low Density Residential Area, Urban Area and Area Other Than Those Above. The Premises is located in the urbanized Tsim Sha Tsui area and is therefore considered as Urban Area.

3.2.3 No designated industrial area on the OZP is observed in the vicinity of the Premises. According to the Annual Traffic Census 2023, the Annual Average Daily Traffic (AADT) was approximately 42,000 for Salisbury Road (Station 3606), which abuts the Victoria Dockside development (and hence the Premises) and is considered as an Influencing Factor (IF) (with AADT over 30,000).

3.2.4 For conservative assessment approach, ASR "C" is applicable to the facades that have a direct line of sight and directly or indirectly affected by the IF, whilst ASR "B" would be assigned to the remaining facades. **Figure 3.1** shows the applicable ASR of the noise sensitive facades of the Premises. The ASR and ANLs according to IND-TM are tabulated below.

Table 3.1 Area Sensitivity Rating of NSRs

Type of Area Containing NSR		Degree to which NSR is affected by Influencing Factors (IFs)		
		Not Affected	Indirectly Affected	Directly Affected
i.	Rural area, including country parks, or village type development	A	B	B
ii.	Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
iii.	Urban area	B	C	C
iv.	Area other than those above	B	B	C

3.2.5 In any event, the ASR assumed in the report is for indicative assessment only. It should be noted that the fixed noise sources are controlled under Section 13 of the NCO. At the time of investigation, the Noise Control Authority shall determine noise impact from concerned fixed noise sources on the basis of prevailing legislation and practices being in force and taking account of contemporary conditions/situations of adjoining land uses. Nothing in the report shall bind the Noise Control Authority in the context of law enforcement against all the fixed noise sources being assessed.

Table 3.2 Acceptable Noise Levels for Fixed Source Noise Impact Assessment

Time Period	ASR "B", Leq (30 min), dB(A)	ASR "C", Leq (30 min), dB(A)
Day & Evening (0700 – 2300 hours)	65	70
Night (2300 – 0700 hours)	55	60

3.3 Identification of Fixed Noise Sources

3.3.1 Various fixed noise sources have been identified through desktop review and site surveys. Site visits were conducted on 24 October 2024, 20 November 2024 and 06 June 2025. Locations of fixed noise sources considered in the assessment are shown in **Figure 3.2** and described below.

Fixed Source Noise from Surrounding Environment

3.3.2 There are a number of fixed noise sources (e.g. cooling tower, chiller, VRV, ventilation building, ventilation ducts and louvre etc.) observed in the vicinity of the Premises. Requests were made to the buildings with identified noise sources to collect information of the identified noise sources (e.g. equipment model, noise data) and to request for access to conduct onsite measurement.

3.3.3 For some noise sources that are accessible (Source ID: K11_Lv, MOA_Lv1, MOA_Lv2 and MTRCHVB), direct measurement has been conducted to derive their Sound Power Level (SWL) (see **Appendix 3.1**) and adopted in this fixed source noise impact assessment.

3.3.4 It is also observed that there were some other louvres and ventilation shafts situated in the vicinity. However, no noticeable noise was heard during site surveys. Therefore, they are excluded from the assessment. Photo records are provided in **Appendix 3.1**.

3.3.5 For remaining buildings with identified noise sources, there is no reply to our request to seek for confirmation to grant access for direct measurement nor equipment model information (see **Appendix 3.2**).

3.3.6 For those identified fixed noise sources without equipment information nor direct measurement conducted, their noise strengths have been assumed by referencing equipment catalogue model of a similar scale (see **Appendix 3.3**).

3.3.7 No night time operation is assumed for the noise sources at Hong Kong Museum of Art (Source ID: MOA_C1 to MOA_C3, MOA_Lv1 and MOA_Lv2), Prestige Tower (Office use) (Source ID: PT_1 to PT_3), CFC Tower (Office use) (Source ID: CFC_1, CFC_2), 8 Minden Avenue (Shopping mall) (Source ID: 8MA_1 to 8MA_2b), Eu Yan Sang Tower (Office use) (Source ID: EYS_1 and EYS_2) and K11 ATELIER (Office use) (Source ID: K11_Lv) due to their business nature at day & evening time only.

3.4 Assessment Methodology

3.4.1 Standard acoustic principles were adopted for prediction of cumulative fixed source noise impact. The slant distance between noise sensitive receivers (NSRs) of the Premises and fixed noise sources were assessed.

3.4.2 The assessment has taken into account the distance attenuation, screen effect, tonality and façade effect where appropriate. Tonality of 3dB(A) has been assumed for all fixed noise sources except those with direct measurement conducted as a conservative assessment approach.

3.4.3 Prediction of the fixed noise level can be represented by the formula below:

$$SPL_{NSR} = SWL_{source} + Corr_{dist} + Corr_{bar} + Corr_{fac} + Corr_{ton}$$

where

SPL_{NSR} = Predicted Noise Level at Selected Representative NSR
SWL_{source} = Derived Sound Power Level of the Fixed Noise Source
$Corr_{dist}$ = Distance Correction (20 x Log (Slant Distance between NSR and Source))
$Corr_{bar}$ = Barrier Correction (-10dB(A), where applicable)
$Corr_{fac}$ = Façade Correction (+3dB(A))
$Corr_{ton}$ = Tonality Correction (+3dB(A), where applicable)

3.5 Noise Sensitive Receivers

3.5.1 Representative NSRs of residential portion nearest and having a direct line of sight to the identified noise sources have been selected for the assessment. Assessment points are taken at 1.2m above floor and 1m away from façade with openable window of NSRs for natural ventilation.

3.5.2 The clubhouse (which will be retained) is served by central air-conditioning and not rely on openable windows for ventilation. Adverse fixed noise impact is not anticipated at these locations. No assessment point is assigned to the clubhouse area.

3.5.3 **Figure 3.3** shows the locations of the representative NSRs.

3.6 Fixed Source Noise Impact Assessment Result under Base Case

3.6.1 The predicted fixed noise level at representative NSRs under the base case scenario (i.e. no mitigation measures provided) has been calculated and tabulated below in **Table 3.3**. Detailed calculations are shown in **Appendix 3.4**.

3.6.2 According to the results, no exceedance of relevant noise criteria during both day & evening time and night time is found under the base case (i.e. without mitigation measures in place).

Table 3.3 Predicted Maximum Noise Level at Selected NSRs

NSR	ASR	Noise Criteria, dB(A)		Predicted Noise Level, dB(A)	
		Day and Evening Time	Night Time	Day and Evening Time	Night Time
F01	C	70	60	61	58
F02	C	70	60	61	58
F03	C	70	60	61	59
F04	C	70	60	61	59
F04a	C	70	60	61	59
F05	C	70	60	61	59
F06	C	70	60	61	59
F06a	C	70	60	62	60
F07	C	70	60	61	60
F08	C	70	60	62	60
F09	C	70	60	58	51
F10	B	65	55	57	50
F11	B	65	55	53	48
F12	B	65	55	54	48

3.7 Conclusion

3.7.1 A fixed source noise impact assessment has been carried out. No unacceptable noise impact is envisaged without any need of noise mitigation measure in place.

4. HELICOPTER NOISE IMPACT ASSESSMENT

4.1 Introduction

4.1.1 This section addresses the potential noise impact due to helicopter operation with respect to the helipad facilities at rooftop of Peninsula Hotel over 250m to the northwest of the Premises.

4.2 Assessment Criteria

4.2.1 Noise standards are recommended in the HKPSG for planning against the noise impact. The Premises comprise residential units and an ancillary clubhouse. The clubhouse will be air conditioned and will not rely on openable windows for ventilation, and is hence not considered as noise sensitive in nature. Under the HKPSG, the criterion for helicopter noise impact on domestic premises (habitable rooms) in terms of $L_{max(0700-1900)}$ at typical facades of the Premises is **85dB(A)**.

4.3 Characteristics of Noise Sources

4.3.1 Helicopter noise is generated during manoeuvring over the helipad. Different modes of operation (i.e. flyover, approach, departure) would generate noise of varying strength. The highest noise level among approach, take-off and flyover is adopted for assessment.

4.3.2 Civil Aviation Department (CAD) has been consulted before on helicopter flight path and operation details of the existing helipad facilities at Peninsula Hotel. As advised, Peninsula Heliport is a private aerodrome, its operational details and statistics are owned and maintained by the heliport operator (Heliservices) and the same should be approached to collect relevant information. Heliservices is the company which offers helicopter services at Peninsula Hotel. Heliservices was interviewed by phone call on 15 November 2024. Following this, Heliservices has been further consulted via email regarding the helicopter fleet type and the flight path. According to their reply, they only employ one helicopter fleet type: MD 902 Explorer. Moreover, Heliservices is used to offer different sightseeing routes. Yet, there are also possible flight paths for services outside the scope of the sightseeing package. No designated flight path information is provided. Nonetheless, in general, they would maintain 1500 feet (i.e. 457.2m) separation from buildings or vehicles in the congested areas like Tsim Sha Tsui. If low flying permission is granted, or during approaching and departure, they would maintain 500 feet (i.e. 152.4m) separation from buildings. There are two helipads at the rooftop of Peninsula Hotel (at around 120mPD). As advised by Heliservices in the interview, there would NOT be any simultaneous operation of more than 1 helicopter at a time. Given that the helipads are sited over 250m (horizontal separation) from the nearest proposed flat unit (at west end), the shortest possible separation of the helicopter from the proposed flat unit could be 152.4m.

4.3.3 The helicopter noise source terms based on the MD 902 Explorer Technical Description published by MD Helicopters, Inc. are reviewed. The operational noise levels in Effective Perceived Noise in Decibels (EPNdB) under different modes of operation are extracted. In practice, the noise levels in EPNdB can be converted to Lmax by deducting 13 (such as in EIA for North East New Territories New Development Areas Planning and Engineering Study – Investigation). The converted Lmax noise level is tabulated below. According to the **Table 4.1** below, the Lmax is highest under approach mode based on measurement data by the manufacturer and under take-off mode based on ICAO Reference Limit (which is the standard for helicopters for lateral movement for different flying modes including approach, take-off and flyover and is used to certify aircraft). These noise levels were adopted to project the noise impact on the noise sensitive receivers of the Premises.

4.3.4 4Moreover, the helipads are separated from nearest proposed flat unit by more than 250m as mentioned. While there is no noise data for modes of movement other than approach, take-off and flyover during operations at the helipads (e.g. vertical lift, side drift), noise impact due to such operations at helipads is unlikely to be higher than approach mode, take-off mode or lateral flyover operation at locations closest to the noise sensitive receivers of the Premises (still with a separation of 152.4m assumed as mentioned in Section 4.3.2). Noise during movement at helipads is not considered to be the worst representative scenario.

Table 4.1 Lmax Noise Level for MD 902 Explorer

Mode of Operation	EPNdB	Reference Distance*	Lmax, dBA*	Lmax, dBA (for reference distance of 120m)^
Take-off	85.4 [94.5]	150	72.4 [81.5]	74.3 [83.4]
Level flyover	83.5 [93.3]	150	70.5 [80.3]	72.4 [82.2]
Approach	89.6 [95.3]	120	76.6 [82.3]	76.6 [82.3]

**The reference distances are based on the measurement procedures stated in ICAO Annex 16, Chapter 8 as stated in Project Profile for the Provision of a Temporary Helipad at Tea Garden, Ngong Ping for the Tung Chung Cable Car Project*

^correction for reference distance of 120m = 20xlog(Reference Distance/120)

Note: 85.4 [94.5] represent measured noise level by manufacturer and [ICAO reference limit] respectively

4.4 Assessment Methodology

4.4.1 Helicopter noise is considered as a 'point' source and is evaluated based on the standard acoustic principle of point source propagation. Corrections are applied for the distance attenuation and reflection from façade.

- Distance correction = - 20 x log (D/Dref), where Dref is 120m
- Façade correction of +3dB(A) is assumed.

4.5 Evaluation and Discussion

4.5.1 There is no well-defined flight path information. Nonetheless, according to Schedule 14, Cap.448C, Air Navigation (Hong Kong) Order 1995, a helicopter should not fly over a congested area of a city, town or settlement below a height of 1500 feet (i.e. 457.2m) above the highest fixed object within 2000 feet (i.e. 609.6m) of the helicopter. According to replies from Heliservices, under the general situation, the separation from building tallies with the schedule (i.e. 457.2m separation). For approaching and departure from helipads of Peninsula Hotel, or with low flying permission, the separation will be reduced to minimum 500 feet (i.e. 152.4m).

4.5.2 Therefore, under the worst possible scenario, the helicopter may maintain a separation of as short as 152.4m from the Premises under approaching and departure routes.

4.5.3 The projected Lmax noise level would hence be:

Case	Predicted noise level
1 (based on measurement data)	76.6 – 20 x log (152.4/120) + 3 = 77.5dB(A)
2 (based on ICAO reference limit)	83.8 – 20 x log (152.4/120) + 3 = 84.7dB(A)

4.5.4 The projected Lmax noise level under the case based on measurement data would be 77.5dB(A) whereas that under worst possible scenario with reference to ICAO reference data would be 84.7dB(A). Both results are within the HKPSG criterion for helicopter noise impact on domestic premises of Lmax 85dB(A).

4.6 Conclusion

4.6.1 The potential helicopter noise impact on the Premises (dwelling) with respect to the helipads at Peninsula Hotel has been evaluated.

4.6.2 Based on the information from Heliservices (the operator of helicopters using the helipads at Peninsula Hotel within 300m from the Premises), the potential helicopter noise impact under the worst possible scenario has been evaluated and is found to be within the applicable HKPSG criterion. No unacceptable helicopter noise impact is therefore anticipated.

5. WASTE MANAGEMENT IMPLICATIONS ASSESSMENT

5.1 Introduction

5.1.1 This section identifies the types of waste that may be generated from the construction phase and operation phase of the Project and evaluates the potential environmental impacts that may be resulted from the waste generation. Mitigation measures and good site practices, including waste handling, storage and disposal are recommended with reference to relevant waste legislation and guidelines.

5.2 Environmental Legislations, Standards and Guidelines

5.2.1 The principal legislation controlling waste materials in Hong Kong is the Waste Disposal Ordinance (WDO) (Cap. 354) and its subsidiary regulations including Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) and Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Other relevant ordinance includes Land (Miscellaneous Provisions) Ordinance (Cap 28) and Public Health and Municipal Services Ordinance (Cap 132) - Public Cleansing and Prevention of Nuisances Regulation. Other relevant guidelines which cover how applicant and contractor should comply with the regulations are as follows:

- Waste Disposal Plan for Hong Kong (December 1989), Planning, Environment and Lands Branch Government Secretariat, Hong Kong Government;
- Environmental Guidelines for Planning In Hong Kong (2024), Hong Kong Planning Standards and Guidelines, Hong Kong Government;
- New Disposal Arrangements for Construction Waste (1992), EPD & CED, Hong Kong Government;
- Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes (2023), EPD, Hong Kong Government;
- Works Branch Technical Circular (WBTC) No. 2/93, Public Dumps, Works Branch, Hong Kong Government;
- WBTC No. 2/93B, Public Filling Facilities, Works Branch, Hong Kong Government;
- WBTC No. 12/2000, Fill Management; Works Bureau, Hong Kong SAR Government;
- Waste Reduction Framework Plan, 1998 to 2007, Planning, Environment and Lands Bureau, Government Secretariat, 5 November 1998;
- DEVB TCW No. 8/2010, Enhanced Specification for Site Cleanliness and Tidiness. Development Bureau, Hong Kong SAR Government;
- WBTC No. 12/2002, Specification Facilitating the Use of Recycled Aggregates. Works Bureau, Hong Kong SAR Government;
- DEVB TC(W) No. 6/2010, Trip Ticket System for Disposal of Construction & Demolition Materials, Development Bureau, Hong Kong SAR Government;
- Practice Note for Authorized Persons and Registered Structural Engineers – Construction and Demolition Waste (PNAP ADV-19, also known as PN for AR&RSE No. 243);
- A Guide to the Chemical Waste Control Scheme; and
- Monitoring of Solid Waste in Hong Kong 2024.

5.3 Assessment Methodology

5.3.1 Assessment has been conducted in accordance with criteria and guidelines as stipulated in Annex 7 and Annex 15 of the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM). The assessment procedures for assessing potential waste management impacts during construction and operation phases of the Project include but not limited to:

- identification/estimation of the types and quantities of waste arising from the Project;
- addressing impacts caused by handling (including stockpiling, labelling, packaging, and storage), collection, transportation and reuse/disposal of wastes in detail and propose appropriate mitigation measures;
- adoption of waste management hierarchy with priorities towards waste reduction, on-site or off-site reuse, and recycling;
- estimation of the types and quantities of wastes required to be disposed and their disposal method; and
- assessment of the impacts on the capacity of waste collection, transfer, and disposal facilities.

5.4 Waste Generation and Mitigation Measures

Waste Generation

5.4.1 Construction activities for the proposed in-situ conversion will generate waste materials requiring appropriate management and disposal. It is proposed to convert a total of 287 existing hotel-like serviced apartments from 8/F to 21/F at the Application Premises to about 205 units. The major construction work will include partition reconfiguration and fitting-out works. Since there is no change to the overall structure and no substantial construction work involved, limited C&D materials will be generated.

5.4.2 Likely range of waste types includes:

- Construction & Demolition (C&D) materials (inert and non-inert) due to interior conversion/ fitting-out;
- General refuse generated by the workforce; and
- Chemical and waste oil/lubricant due to maintenance of equipment.

Waste Management Strategy

5.4.3 The general waste management strategy is to avoid waste generation in the first place. If that is unavoidable, source reduction and segregation should be exercised as far as practicable and at the same time, recycling and reuse should be adopted to salvage as much as possible all the recyclable and reusable materials.

Construction Waste Disposal Measures

5.4.4 The various waste management options are categorised in terms of preference from an environmental viewpoint. The options considered to be most preferable have the least environmental impacts and are more sustainable in the long term. The hierarchy is as follows. The waste management strategy is to avoid waste generation in the first place (i.e. in descending order of preference of the list below).

- Avoidance and reduction;
- Reuse of materials;
- Recovery and recycling; and

- Treatment and disposal.

5.4.5 The following section describes the best management practices in the construction site to avoid or further reduce the potential environmental impacts associated with the handling, collection and disposal of C&D materials, chemical wastes and general refuse arising from the construction of the Project.

Construction & Demolition Materials

5.4.6 The Contractor should prepare and submit a Waste Management Plan (WMP) to Architect/Engineer for approval before the commencement of any construction works based on the requirement of PNAP ADV-19. The WMP should include designation of areas for the segregation and temporary storage of materials for future use or recycling, the hierarchy for waste management on and off-site as well as a complete list of mitigation measures for handling C&D materials.

5.4.7 It will be the contractor's responsibility to ensure that only reputable licensed waste collectors are used and that appropriate measures to reduce adverse impacts, including windblown litter and dust from the transportation of these wastes, are employed. In addition, the contractor must ensure that all the necessary permits or licences required under the Waste Disposal Ordinance are obtained for the construction phase.

5.4.8 It can be achieved through careful planning of works method and material consumption before ordering of materials. Materials should be properly stored and protected to reduce damage and contamination to reduce waste generation as well. Non-timber formwork, or used timber, instead of virgin timber, should be adopted where possible.

5.4.9 If that is unavoidable, source reduction and segregation should be exercised as far as practicable and at the same time, recycling and reuse should be adopted to salvage as much as possible all the recyclable and reusable materials.

5.4.10 On-site sorting of construction wastes will be recommended. On-site sorting can be achieved by avoiding the generation of "mixed waste" through good site control.

5.4.11 Waste generated by construction activities should be sorted into inert C&D materials and non-inert C&D materials. Adequate areas for sorting and storage of segregated materials should be provided onsite. The other non-inert C&D materials which comprises metal, timber, paper and glass shall be reused or recycled and, as the last resort, disposal of at landfills. Since the construction work is for the proposed in-situ conversion, generation of yard waste is not anticipated.

5.4.12 Used timber in good condition will be reused in other contracts and construction site of the contractor to reduce the amount of timber wastes.

5.4.13 Surplus inert C&D materials shall be reused and other surplus non-inert C&D materials which comprises metal, timber, paper, glass, etc. shall be recycled. Recycle bins specifically for non-inert C&D materials should be provided onsite and workers should be trained and encouraged to segregate recyclable and non-recyclable wastes upon disposal.

5.4.1 The Applicant and its contractor will consider if "All dump trucks engaged on-site for delivery of inert and non-inert C&D materials from the site to the designated disposal location, including PFRFs, landfill etc., should be equipped with GPS or equivalent system for tracking and monitoring of their travel routings and parking locations by the Contractor to prohibit illegal dumping and landfilling of materials" and "The data collected by GPS or equivalent system should be recorded properly for checking and analysis the travel routing and parking locations of dump truck engaged on site" are appropriate in the construction phase. In order to monitor the delivery of C&D materials at the designated PFRF and landfill and to control fly-tipping, a trip-ticket

system should be implemented in accordance with the DEVB TC(W) No. 6/2010 Trip Ticket System for Disposal of C&D Materials.

Chemical Waste

5.4.2 Any unused chemicals and those with remaining functional capacity should be recycled as far as possible. Chemical waste will be handled in accordance with the Code of Practice on the Packaging, Handling and Storage of Chemical Wastes. All chemical waste that cannot be recycled or re-refined in the case of waste lubricants should be collected by a licensed chemical waste collector and disposed of Chemical Waste Treatment Centre (CWTC) at Tsing Yi. Drip tray should be provided to chemical waste containers. Also, the drip tray should be cleaned up regularly. Provided that the handling, storage and disposal of chemical waste are in accordance with these requirements, adverse waste management implications, including the potential hazards, air and odour emissions, noise, wastewater discharge, ecology and public transport, associated with handling, storage and disposal of chemical waste are not expected.

5.4.3 Chemical wastes such as waste lubricant and waste oil generated during maintenance and servicing of construction plant/equipment will be generated in demolition and construction phases in strict compliance with the Waste Disposal (Chemical Waste) (General) Regulations. Say, not more than 50L of chemical waste is expected to be generated per month. The amount of chemical waste to be generated shall be quantified in the Waste Management Plan (WMP) as part of the Environmental Management Plan (EMP) to be prepared by the Contractor in the subsequent construction stage. Also, the requirements to register with EPD as a chemical producer is observed and will be duly followed by the Project Proponent or its Contractor.

General Refuse

5.4.4 General refuse generated at the construction site should be stored in suitably covered bins that separate from construction and chemical wastes to minimize environmental impact and prevent cross-contamination. The Contractor should employ a reputable waste collector to remove general refuse from the site on a daily basis to minimize any potential odour impacts. Disposal of general refuse is recommended before foreseeable inclement weather such as typhoon or heavy rain.

5.4.5 For general refuse (e.g. food scraps and container, waste paper, metal can, plastic bottle) from workforce, a generation rate of 0.65 kg per worker per day is assumed. About 50 workers are assumed for this project so that daily general refuse generation rate is about 33kg/day.

5.4.6 **Table 5.1** presents the estimation of waste generated during construction phase.

Table 5.1 Estimated Quantities of Waste during Construction Phase

Waste Material	Estimated Waste Generation	Proposed Disposal Method and Destination
Inert C&D Material	Limited amount	0% would be reused and the remaining would be delivered offsite to public fill reception facilities
Non-Inert C&D Material	Limited amount	Disposal to landfill
General Refuse	~33 kg per day	Recyclables to recyclers; Non-recyclables to landfill

Waste Material	Estimated Waste Generation	Proposed Disposal Method and Destination
Chemical Waste	Anticipated to be limited (not more than 50L of chemical waste)	To be collected by licensed chemical waste collectors and deliver to Chemical Waste Treatment Centre

Waste Management for Operational Phase

5.4.7 During operation of the project, there will be waste generation from residential and clubhouse uses such as glass, metals, paper, plastics, food wastes, textile, wood, household hazardous wastes and others. Adequate waste collection/storage facilities will be provided for collection and storage of sorted common recyclable wastes (glass, paper, metal, plastic) to enable recycling. Food waste recycling will be explored in detailed design stage. Based on Waste Statistics for 2024, the per capita disposal rates of municipal solid waste, domestic waste, commercial & industrial waste are respectively 1.40 kg/person/day, 0.86 kg/person/day and 0.53 kg/person/day (Plate 2.7 of Waste Statistics for 2024). Among domestic and commercial waste, the recovery rate is 22% and 48% respectively (Plate 3.2 of Waste Statistics for 2024). Based on the proposed in-situ conversion with around 636 residential population and 26 working population, there will be around 728kg/day of waste generation (i.e. 0.86/(1-22%) x 636 + 0.53/(1-48%) x 26). With adequate waste collection/storage facilities provided to segregate recyclable and non-recyclable wastes, the burden to waste treatment facilities in Hong Kong will be reduced. In addition, the applicant will explore in detailed design stage to collect these recyclable wastes mentioned above to further reduce waste generation.

5.4.8 The removal of general refuse (including food waste, paper, plastic bottles and aluminium cans, etc.) from the site will be recommended to arrange on a daily basis or at least on every second day to minimize any potential odour impacts. Disposal of general refuse is recommended before foreseeable inclement weather such as typhoon or heavy rain.

5.5 Conclusion

5.5.1 Best management practice as discussed in this context will be adopted for the construction and operation of the proposed in-situ conversion so that no significant waste management implications is anticipated during the construction and operation phase.

6. OVERALL CONCLUSION

6.1.1 An environmental assessment has been conducted for the proposed in-situ conversion at the Premises for residential use to address the potential environmental noise, water quality and waste implication.

6.1.2 Road traffic noise impact has been carried out for the Premises. According to the predicted results, the predicted noise levels at the Premises due to road traffic noise can fully comply with the relevant noise criteria, and no unacceptable road traffic noise impact due to surrounding roads on the Premises for residential use is anticipated. No road traffic noise mitigation is considered necessary.

6.1.3 Fixed source noise impact assessment has also been conducted. The predicted noise levels of representative NSRs would comply with the criteria as stipulated in NCO. It can be concluded that the proposed in-situ conversion to residential use would not be subject to adverse fixed source noise impact. On the other hand, any equipment which may be potentially noise sources at the Premises will be designed and installed with adequate noise mitigation measures to comply with the HKPSG standard and NCO.

6.1.4 Helicopter noise impact has been assessed due to the presence of helipads on the rooftop of Peninsula Hotel, which are at more than 250m from the Premises. The maximum predicted noise level is Lmax 77.5dB(A) according to the assessment which is below the noise criteria of Lmax 85dB(A). Hence, helicopter noise exceedance at the Premises is not envisaged.

6.1.5 Water quality impact and waste implications have been qualitatively discussed. No adverse impact is anticipated as this is only an in-situ conversion project with no major alteration to the overall structures involving any major construction works.

6.1.6 To summarise, no insurmountable environmental noise impact, water quality impact and waste implications are anticipated.

Figures

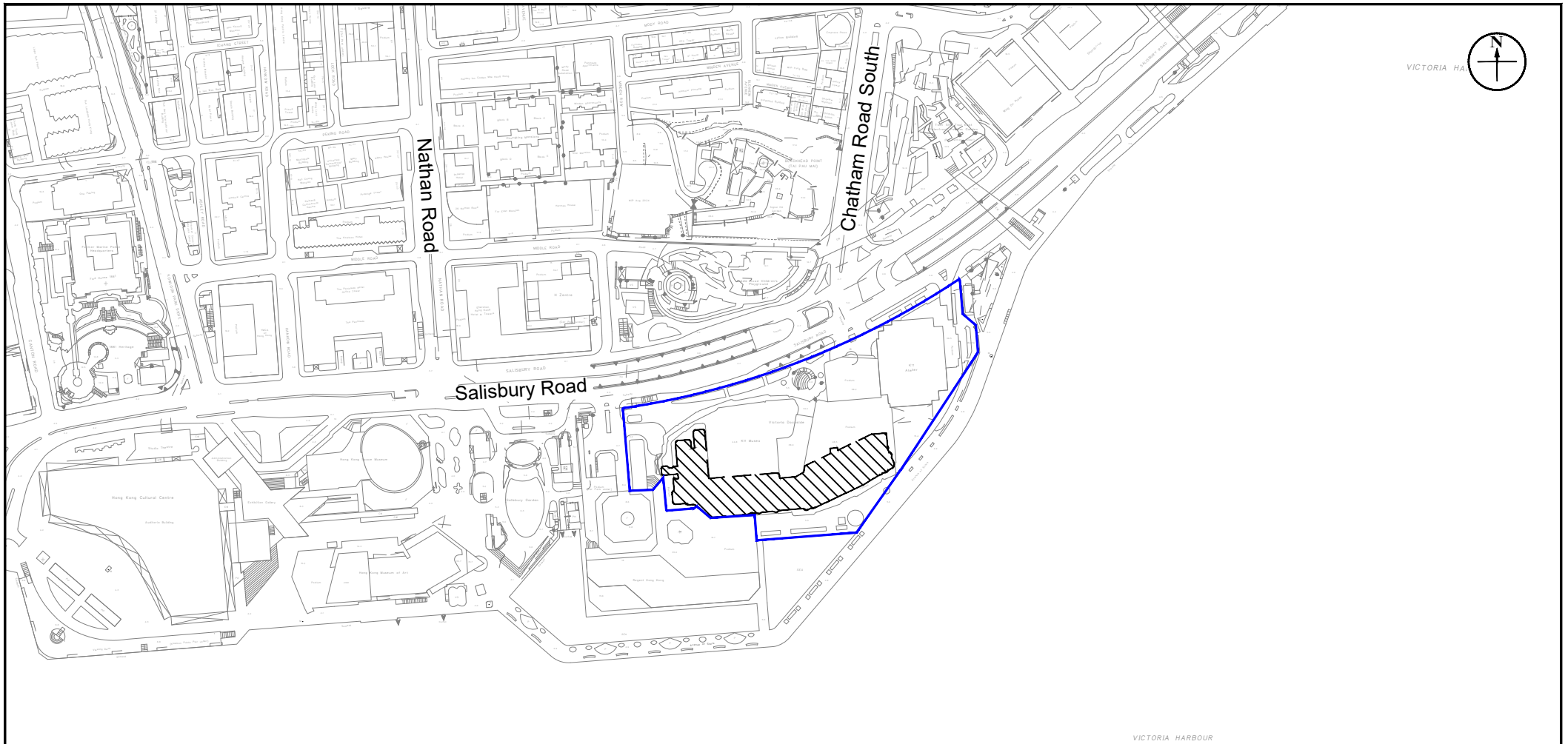

Figure: 1.1	RAMBOLL
Title: Location of the Application Premises and its Environs	Drawn by: MW Checked by: CC
Project: Proposed 'Flat' (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025

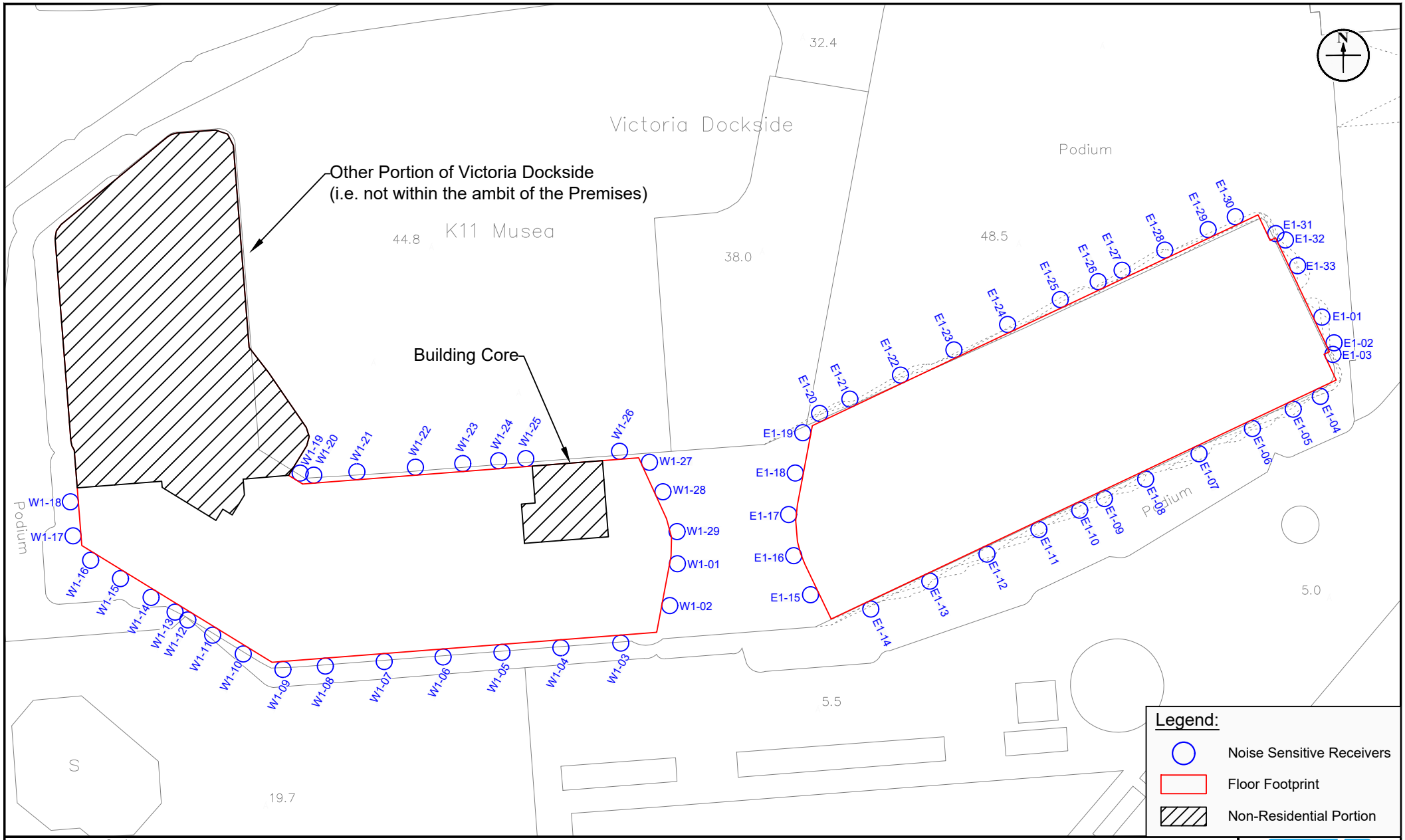

Figure:	2.1a	RAMBOLL
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Project:	Proposed 'Flat' (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025

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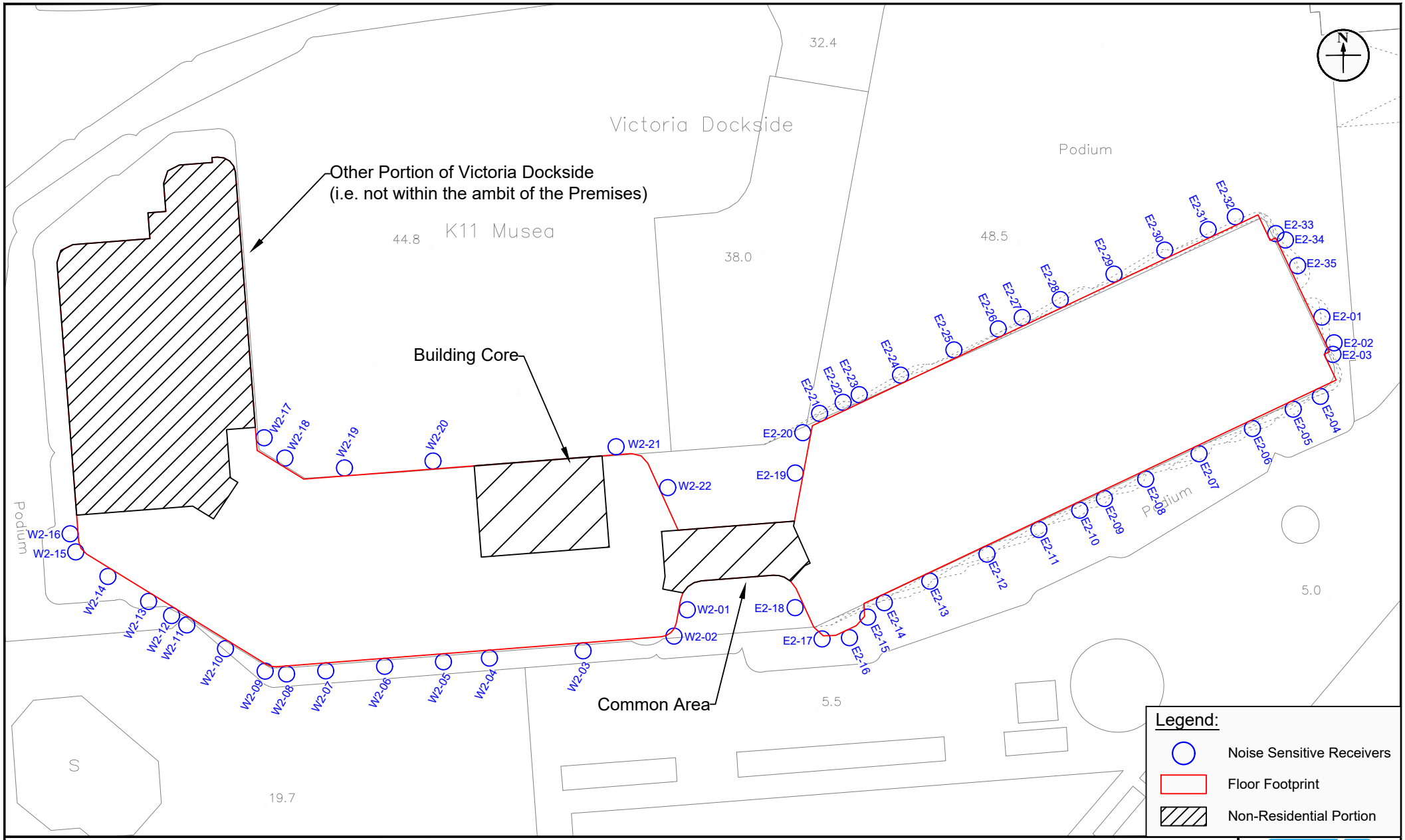

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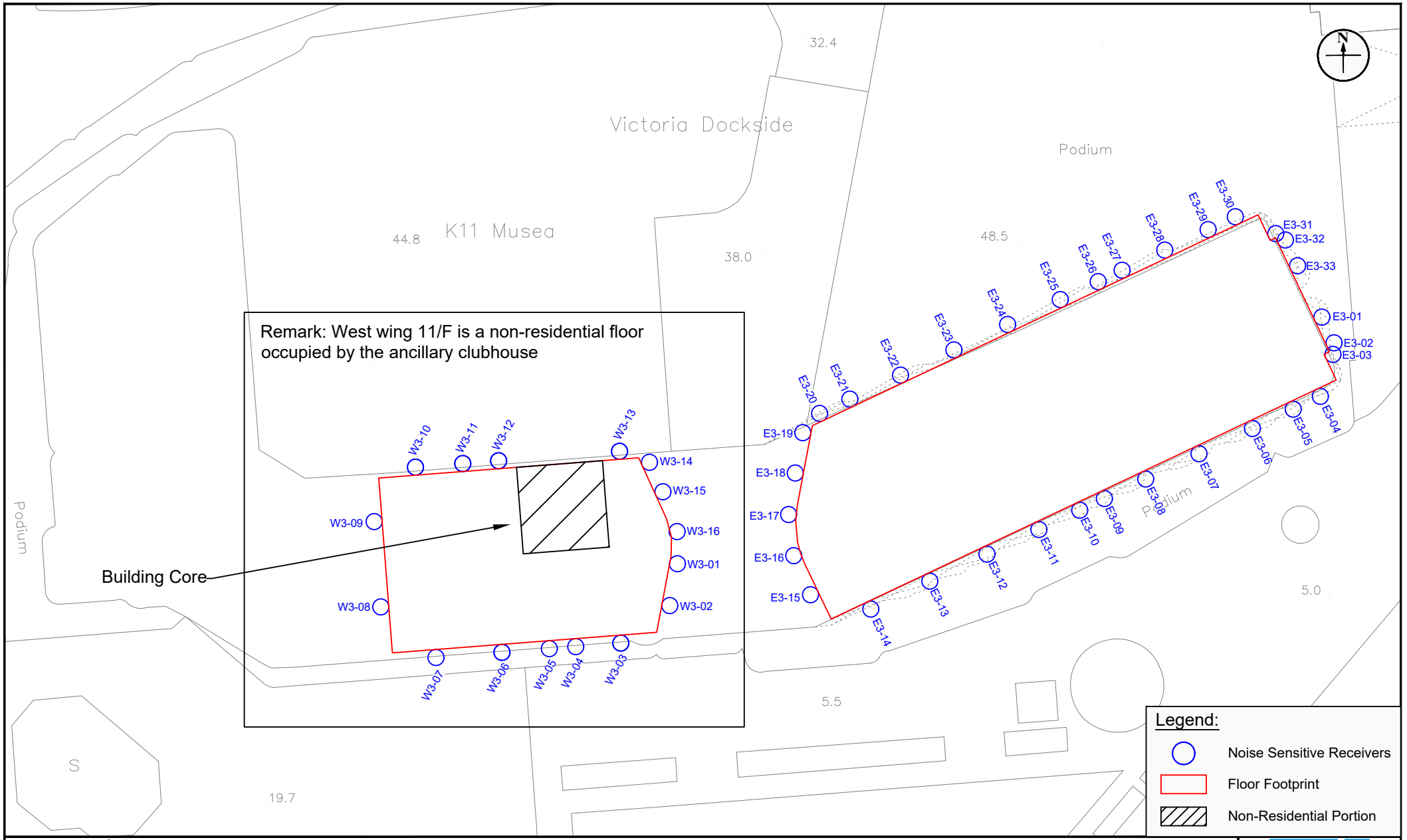

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Project:	Proposed 'Flat' (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025

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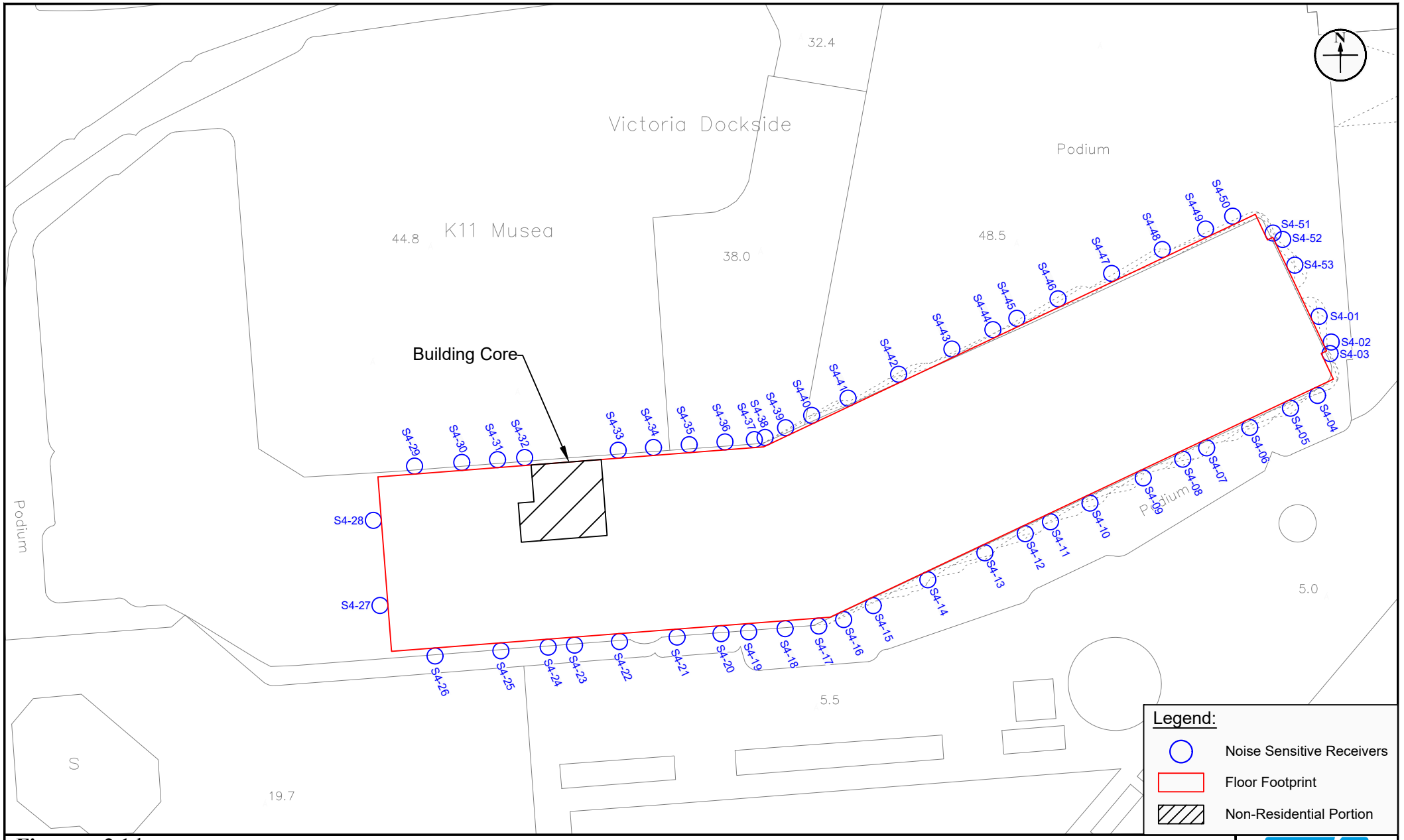

Figure:	2.1d	RAMBOLL
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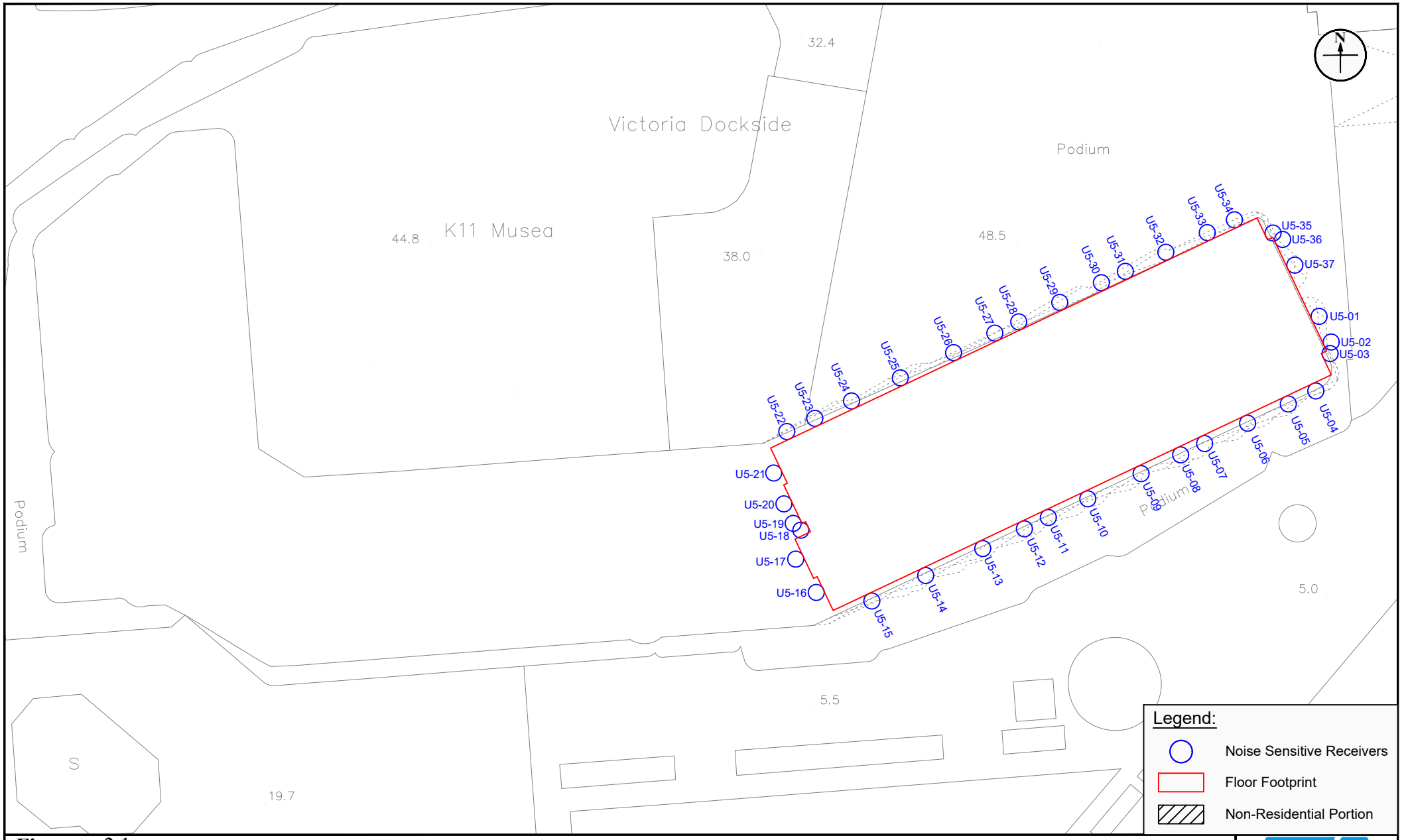

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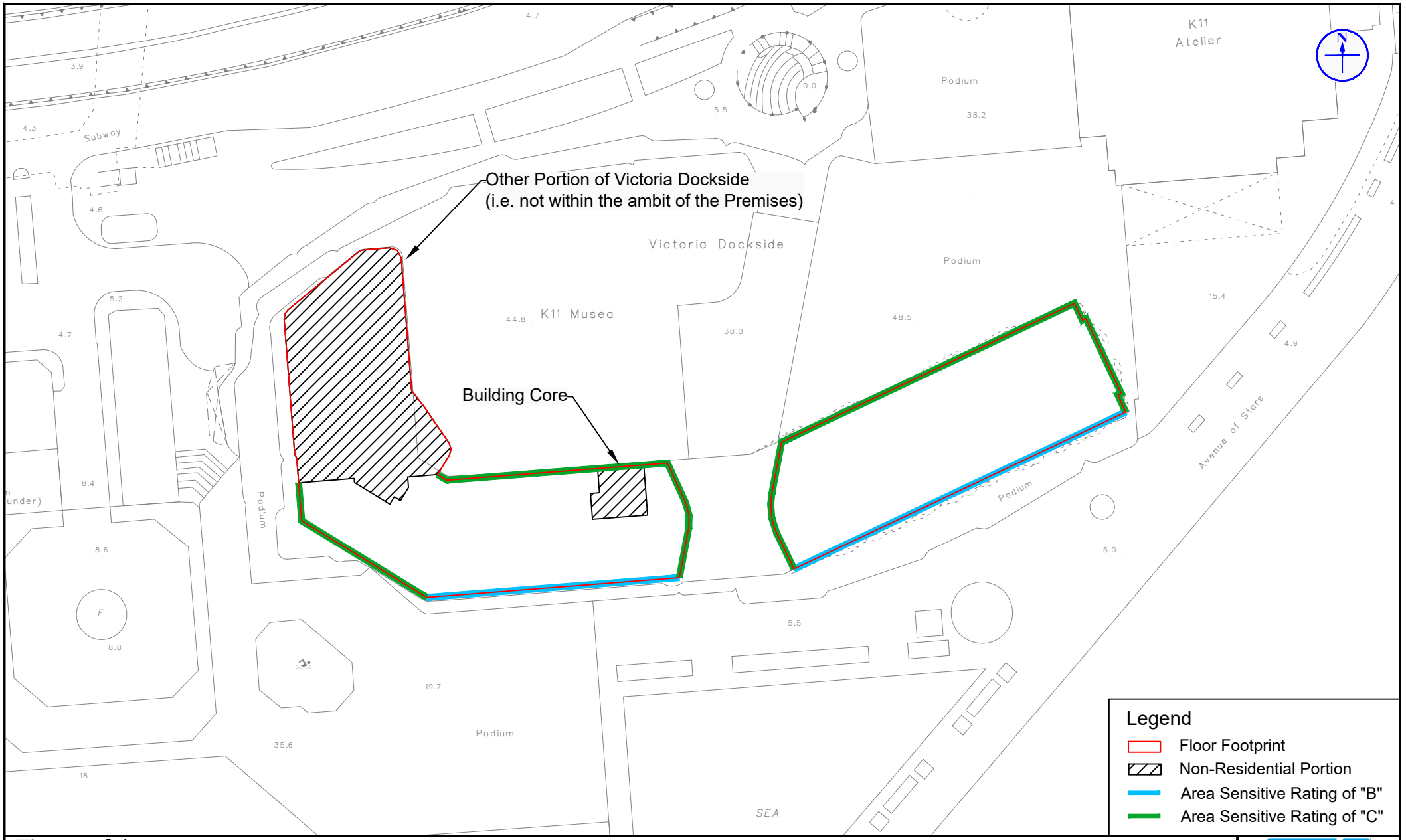

Figure: 3.1a	RAMBOLL
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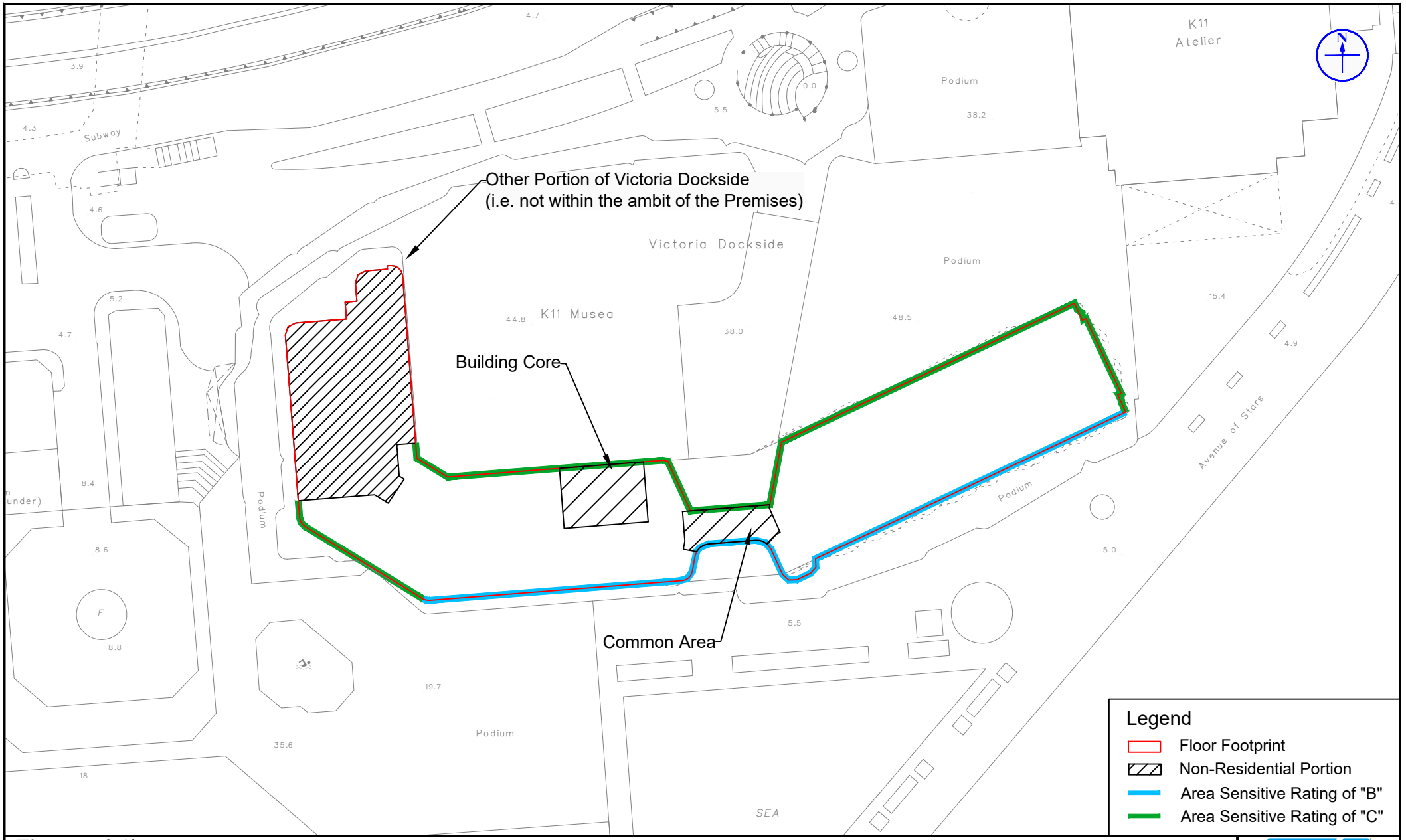

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Figure: 3.1c	RAMBOLL
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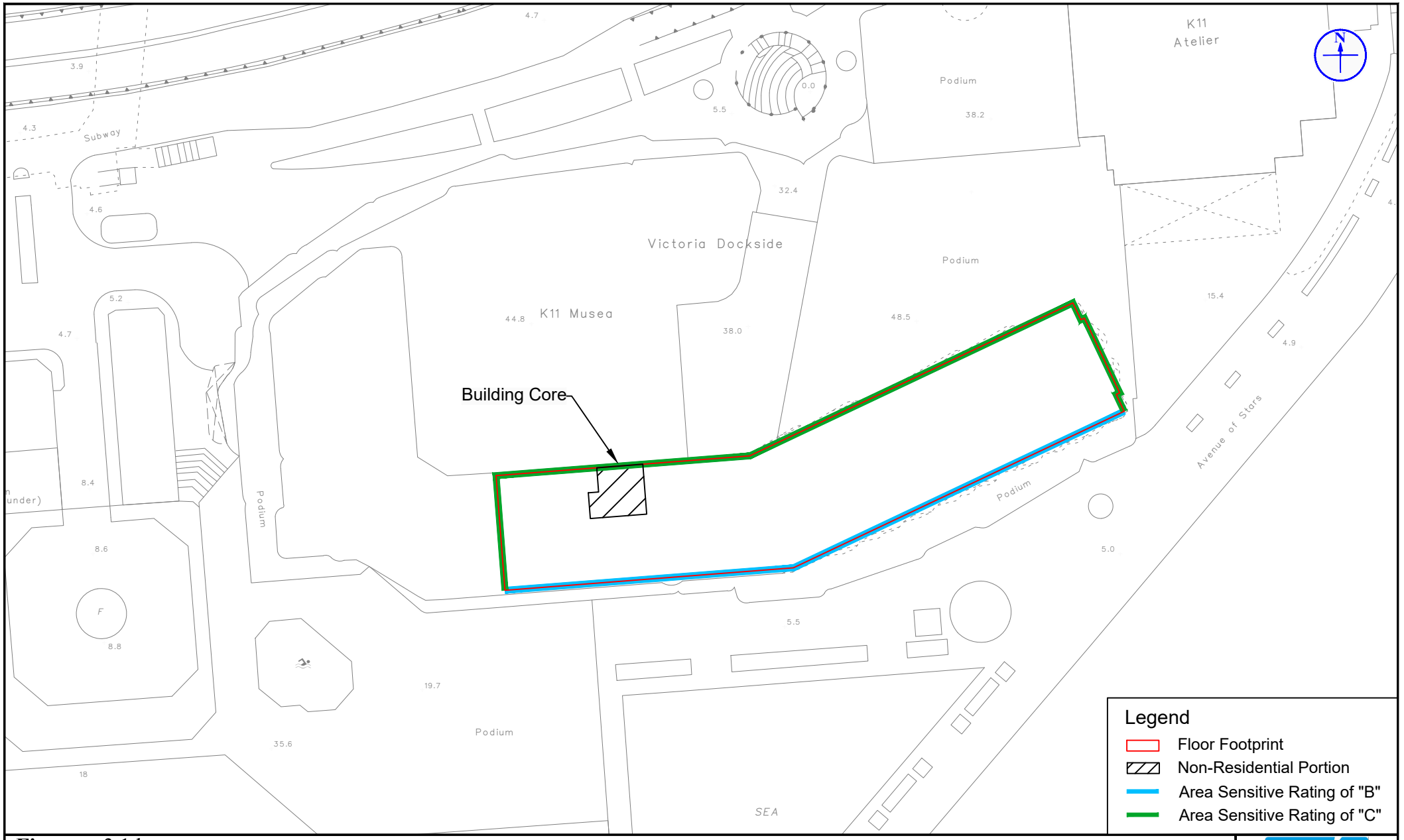

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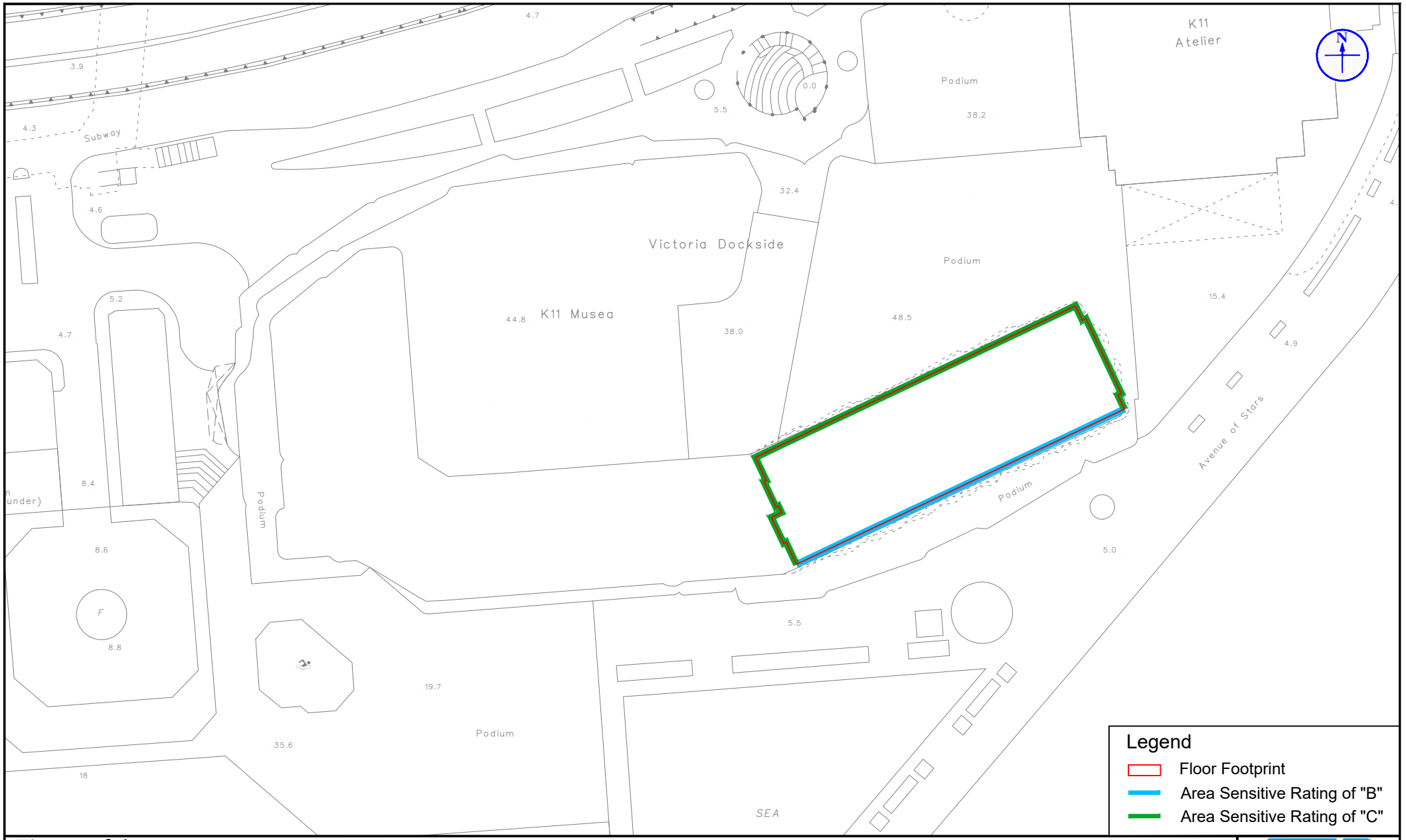

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Title: Applicable Area Sensitive Rating for Individual Facades (17/F - 21/F)

Project: Proposed 'Flat' (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))

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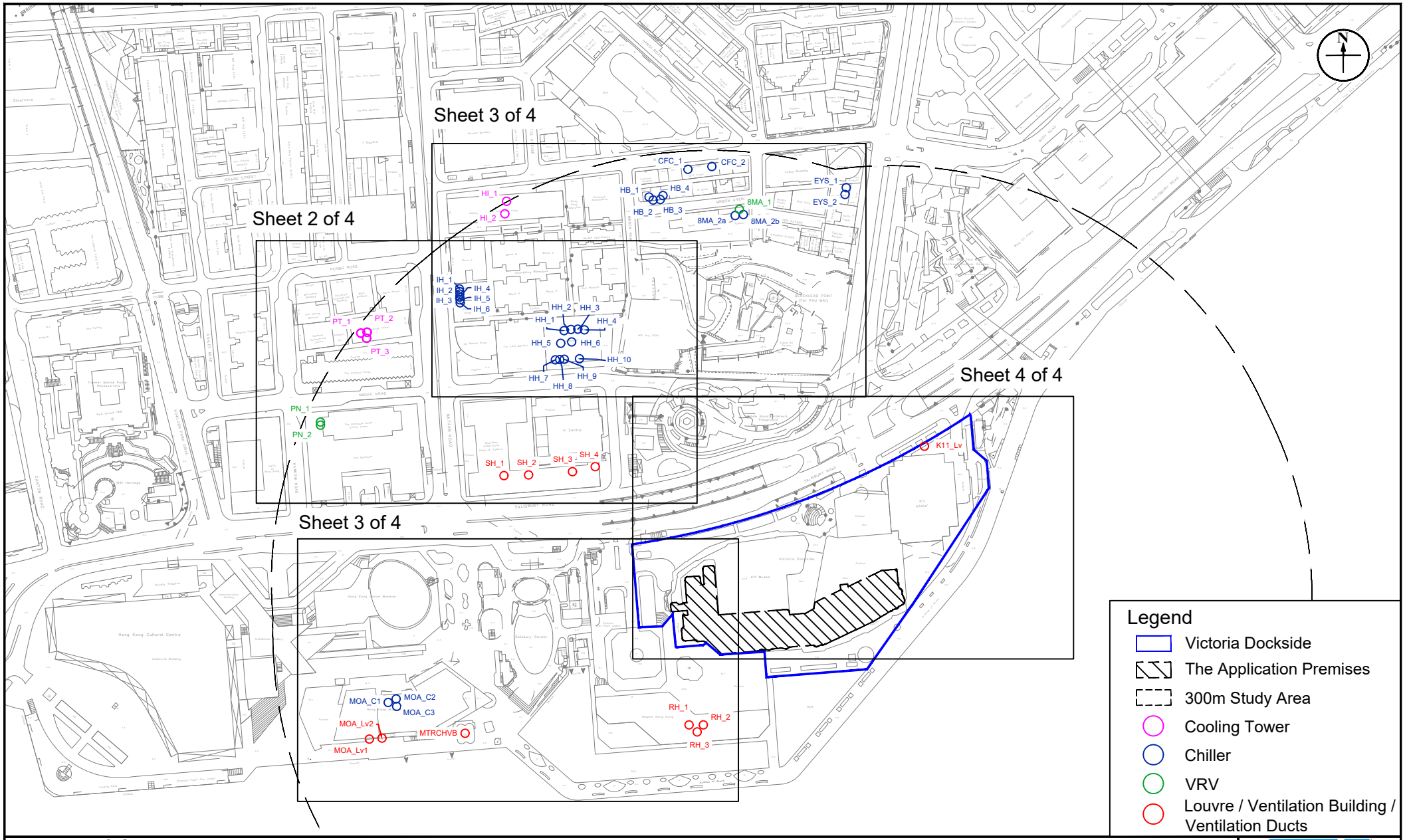
Date:	Jan 2025



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Project: Proposed 'Flat' (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Jun 2025

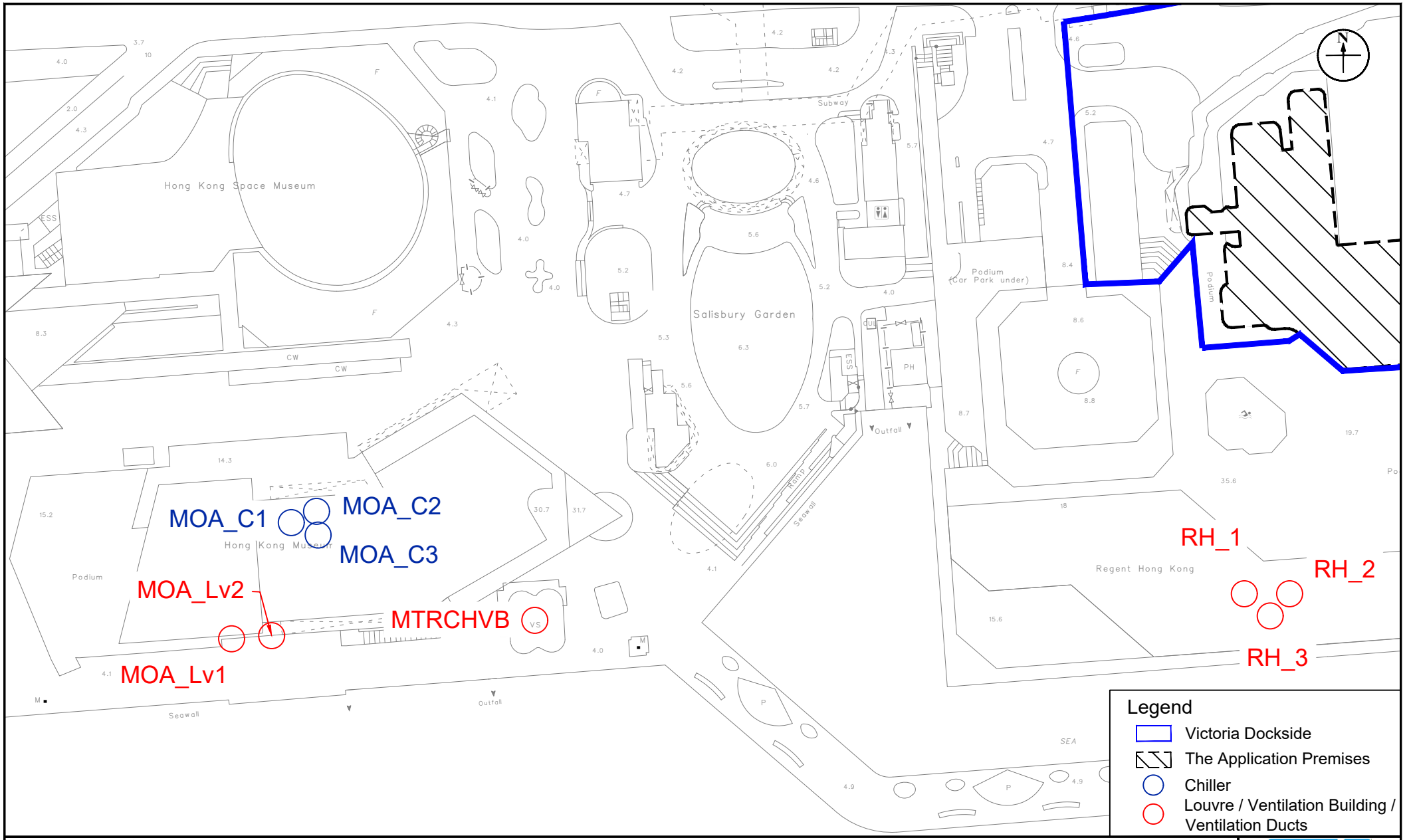

Figure: 3.2b	RAMBOLL
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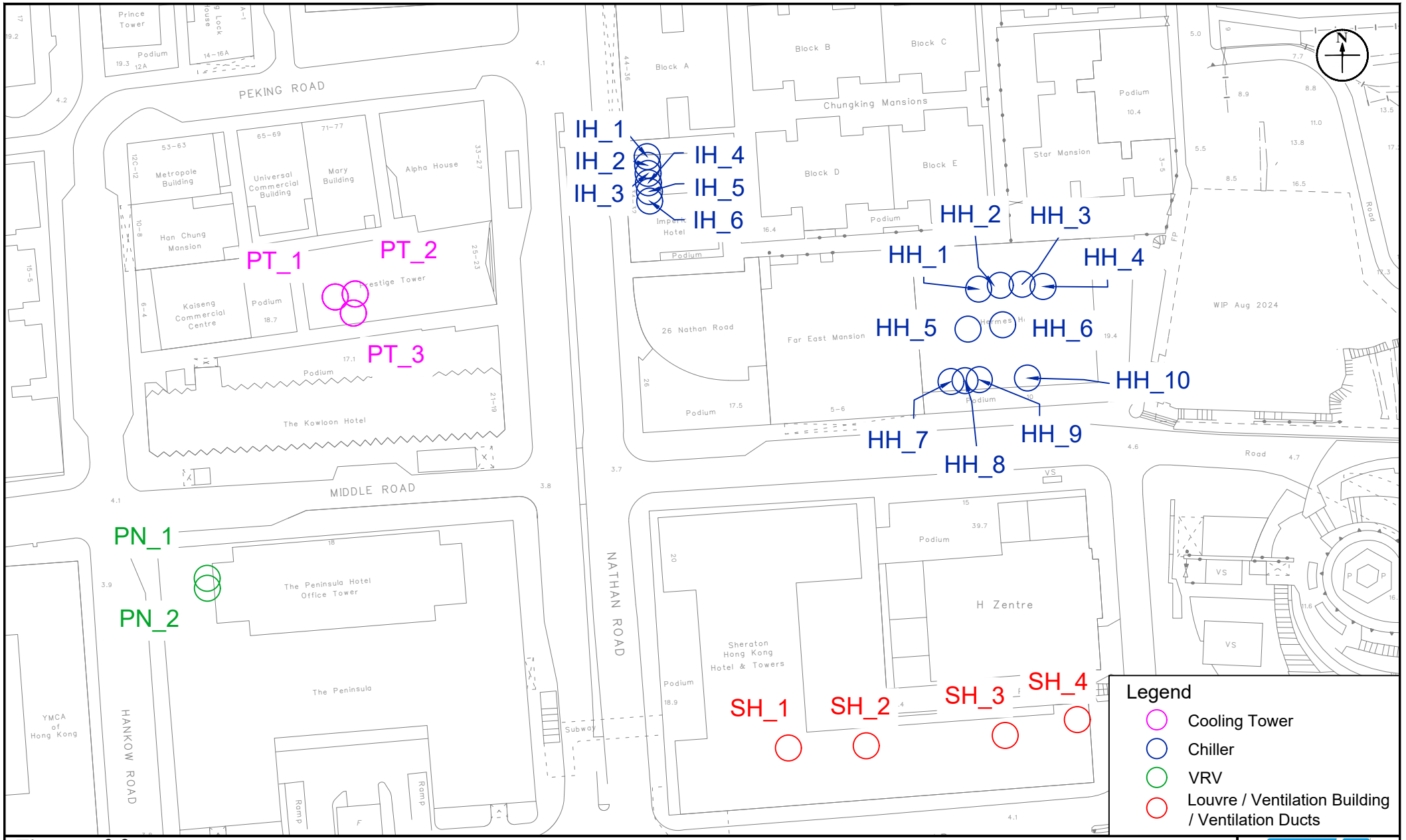
Project: Proposed 'Flat' (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.1 Date: Jun 2025



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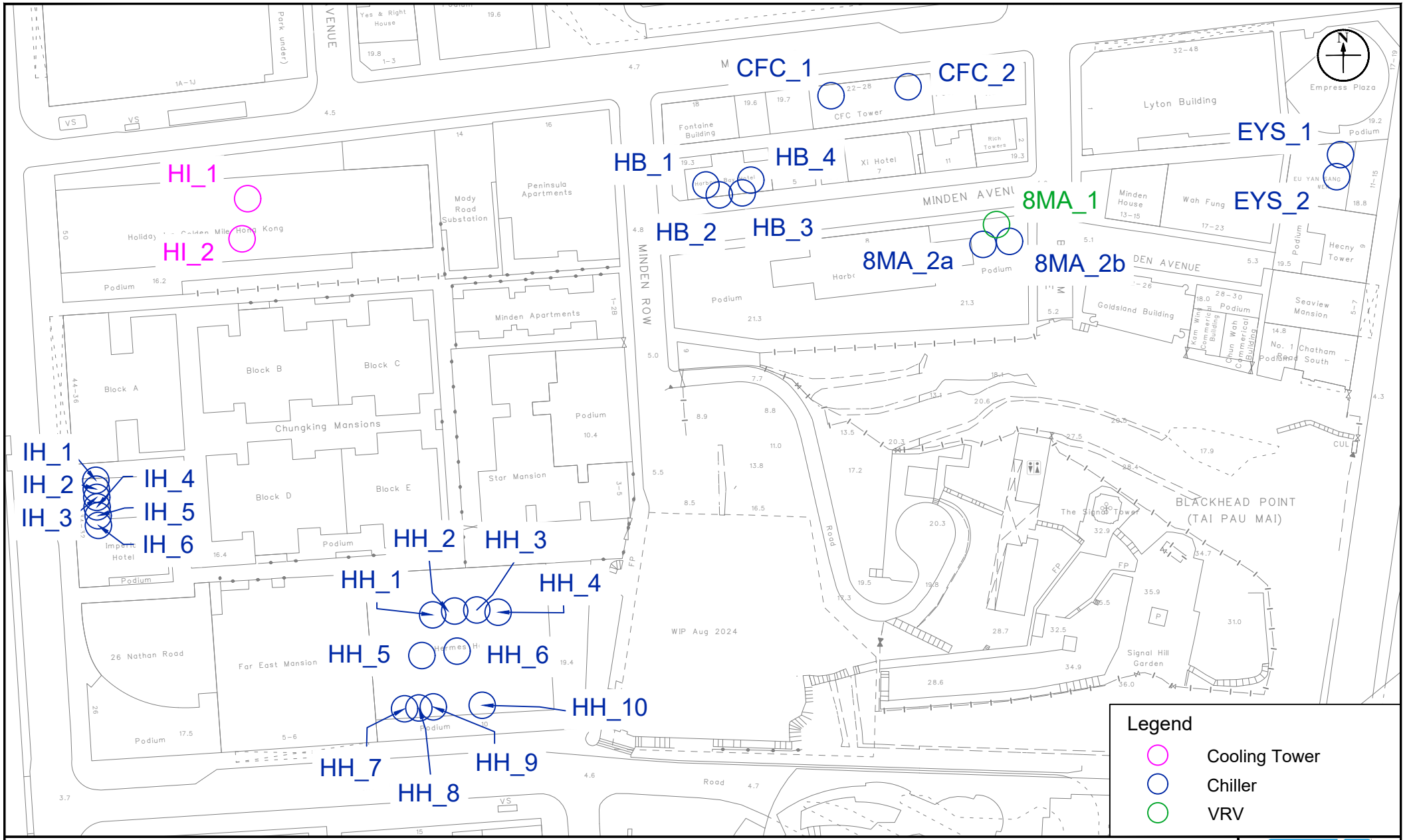

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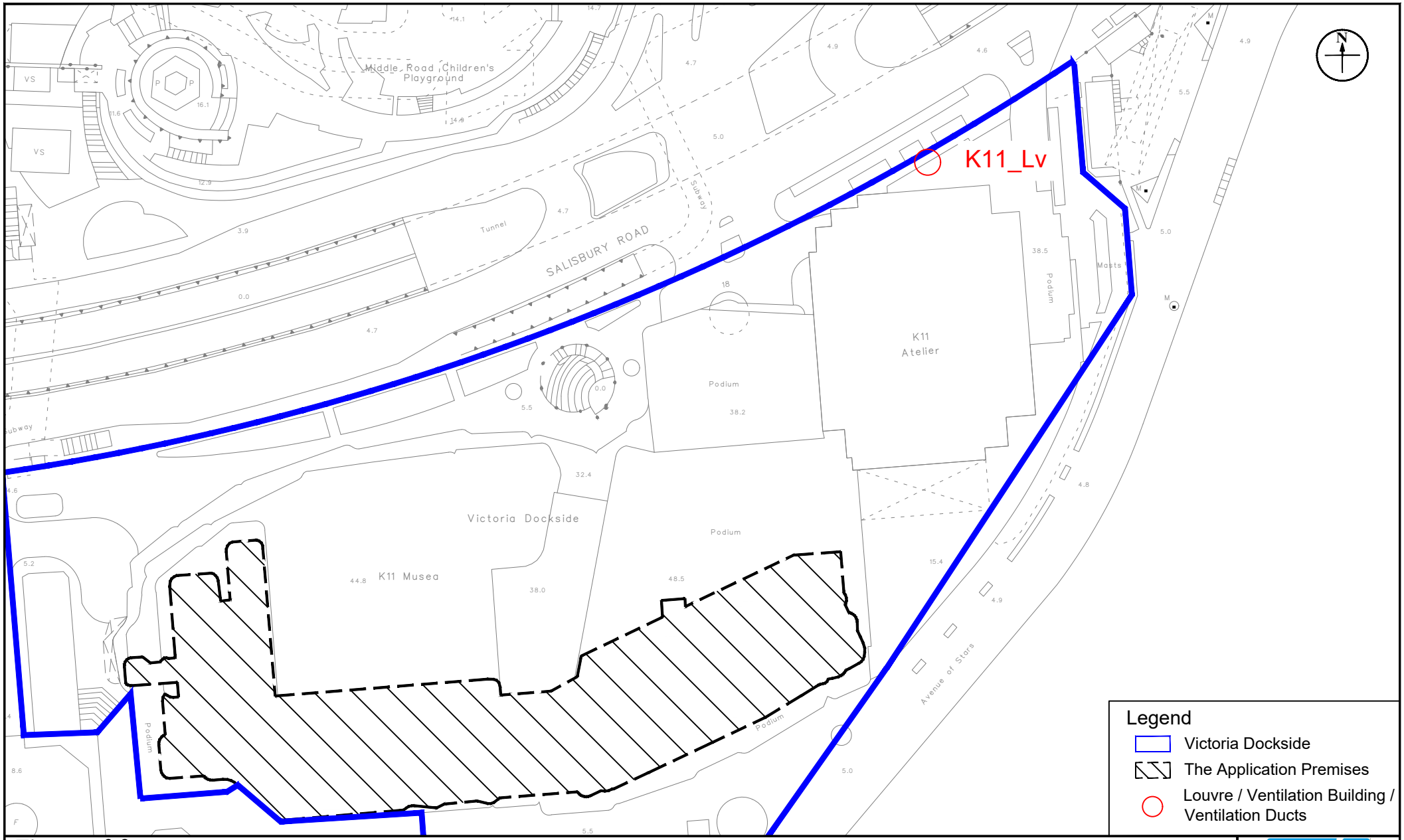

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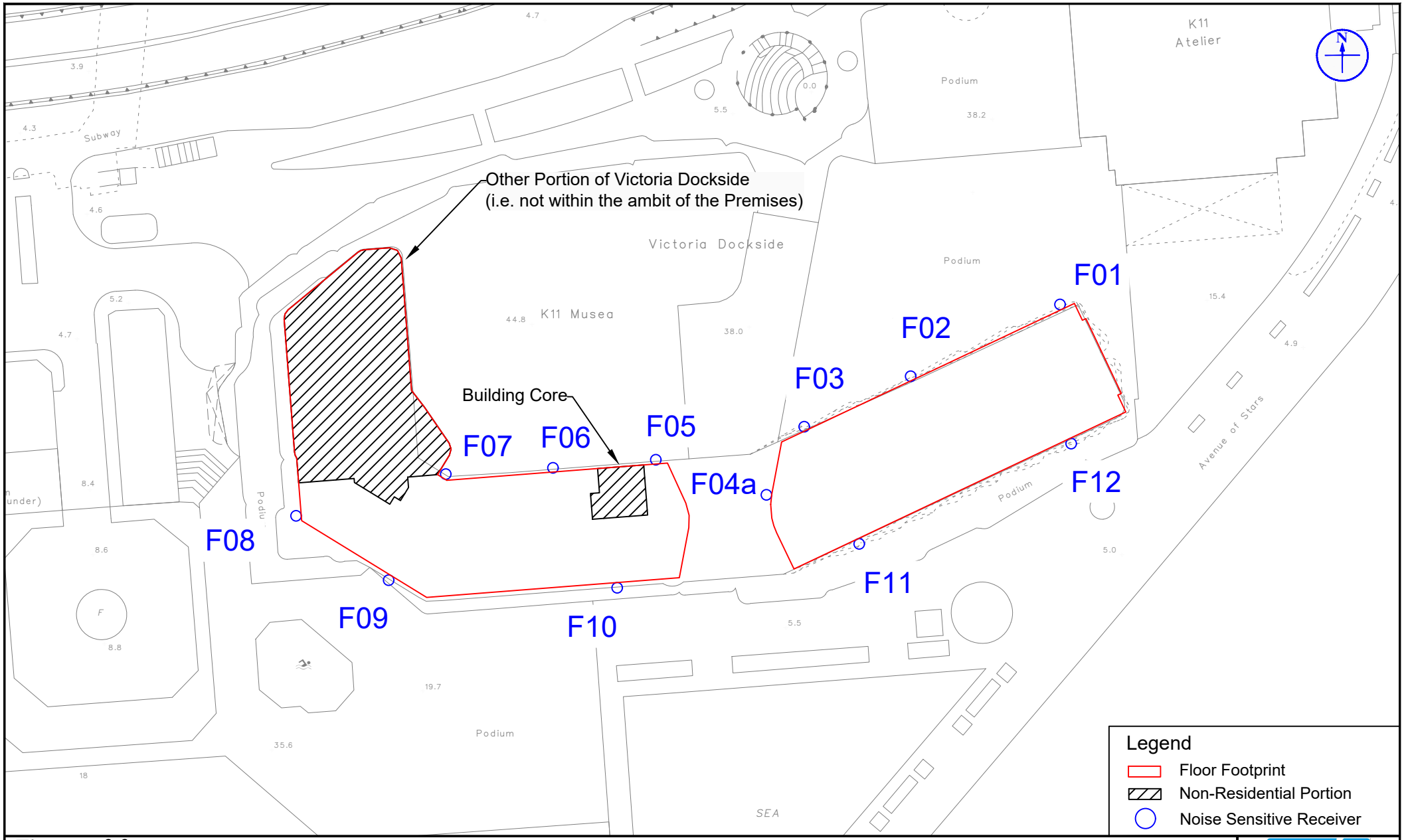

Figure: 3.3a	RAMBOLL
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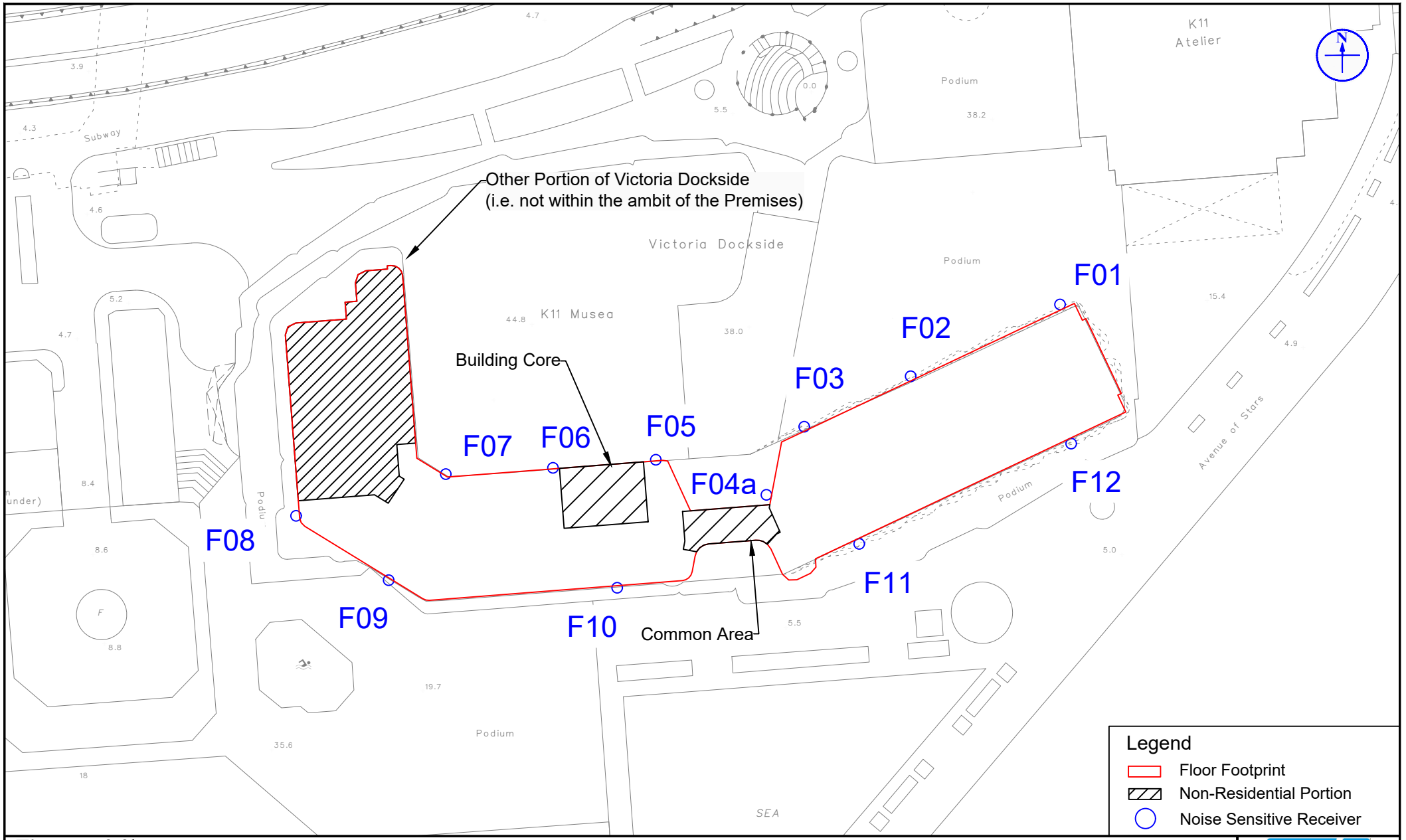

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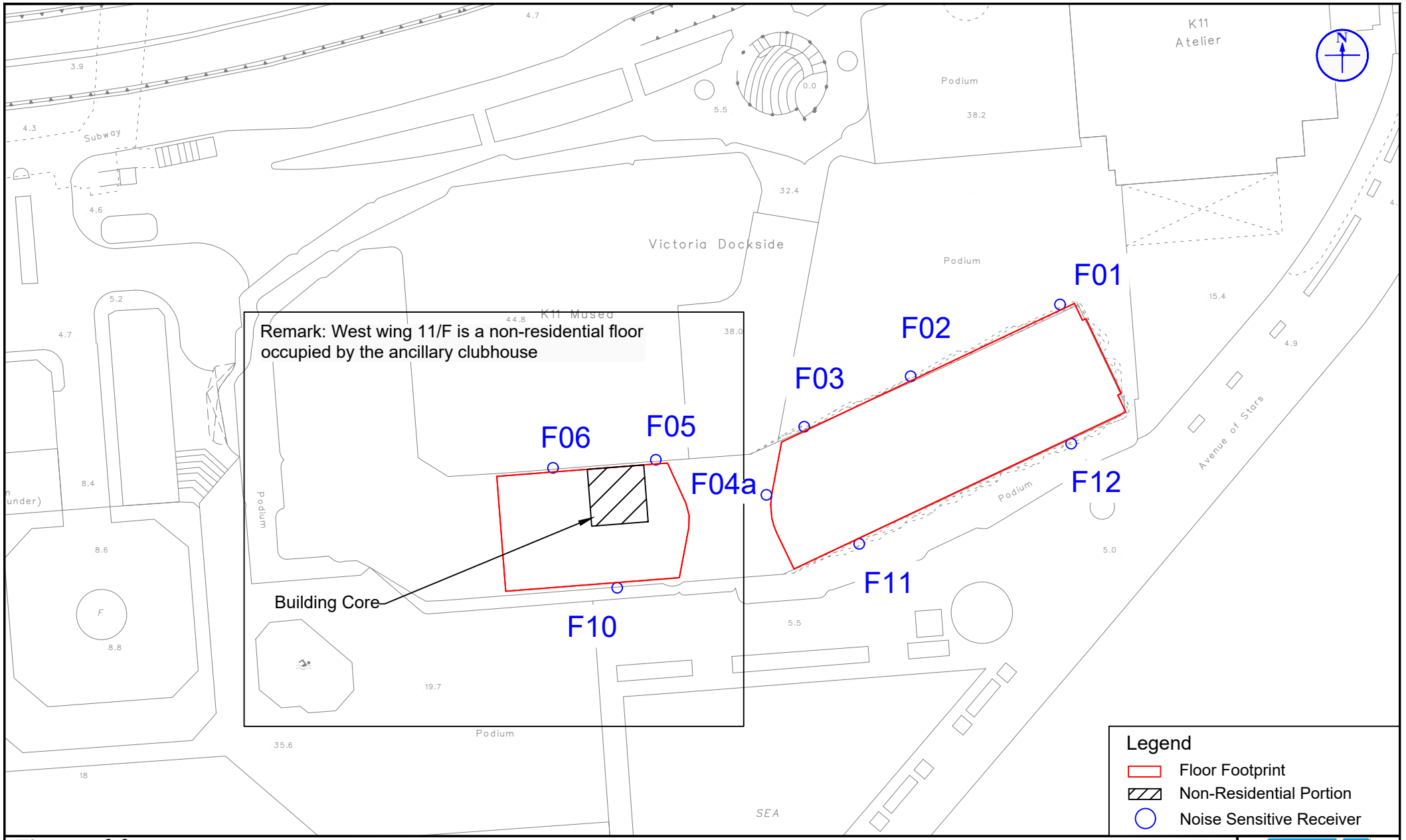

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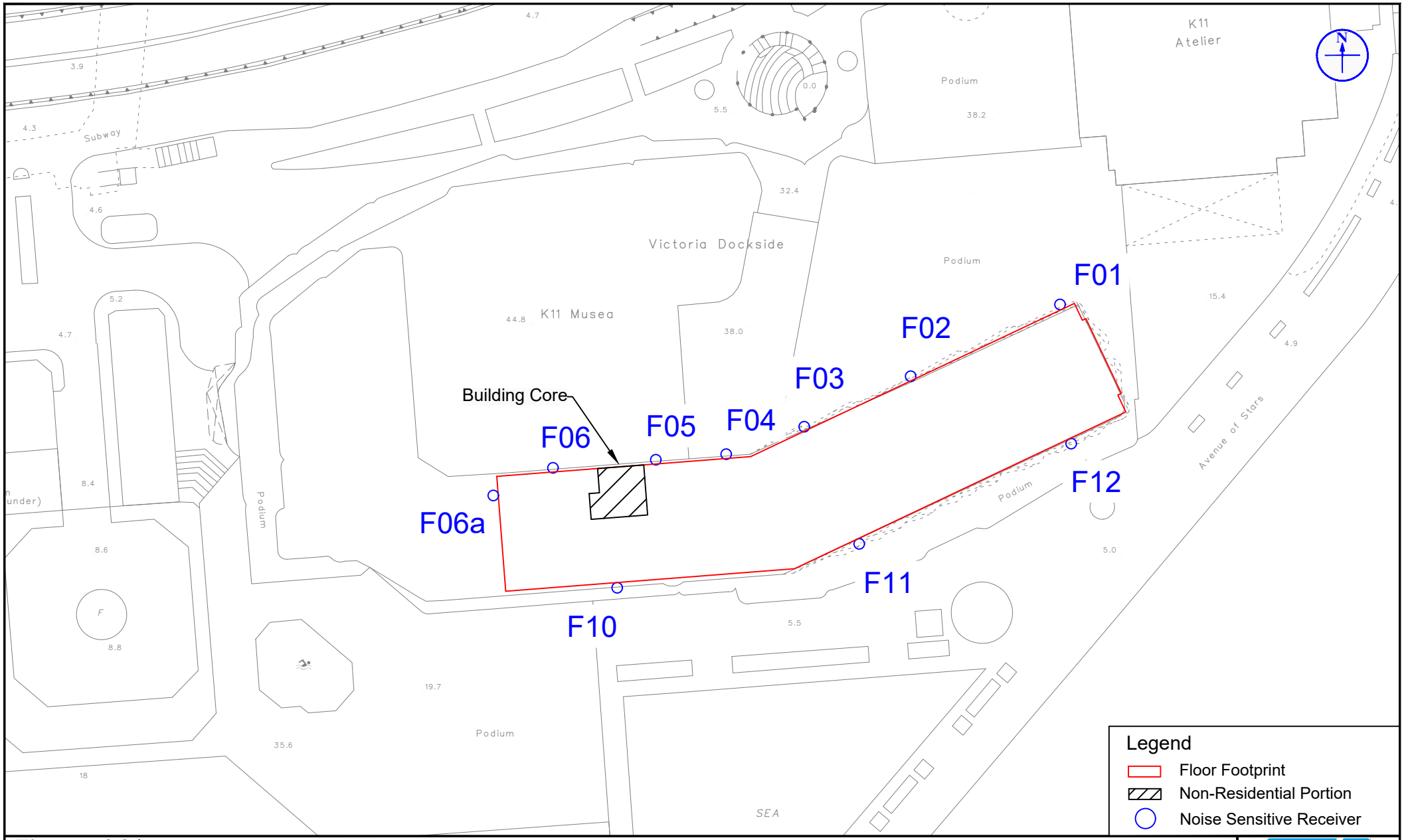

Figure: 3.3d	RAMBOLL
Title: Location of Representative Noise Sensitive Receivers for Fixed Noise Impact Assessment (14/F - 16/F)	Drawn by: MW Checked by: CC
Project: Proposed 'Flat' (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025

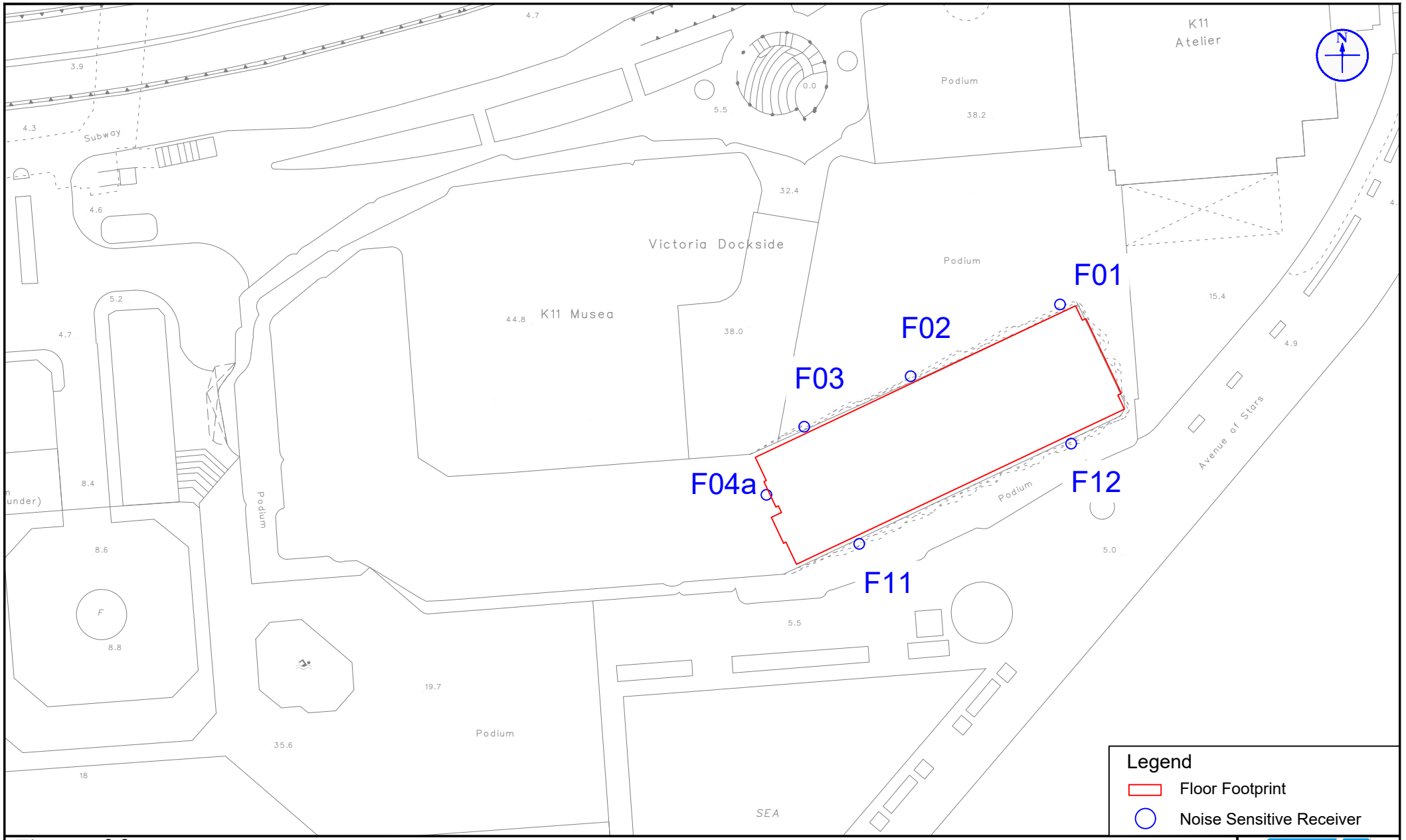

Figure: 3.3e	RAMBOLL
Title: Location of Representative Noise Sensitive Receivers for Fixed Noise Impact Assessment (17/F - 21/F)	Drawn by: MW Checked by: CC
Project: Proposed 'Flat' (In-situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844 (part))	Rev.: 1.0 Date: Jan 2025

Appendix 2.1 Traffic Forecast for Year 2044 and Endorsement by TD

From: Ming Yeung KWAN
To: CHAN Kelvin
Subject: RE: Traffic Forecast for Road Traffic Noise Impact Assessment and Air Quality Impact Assessment For Proposed "Flat" (In-Situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844(Part))
Date: Thursday, October 9, 2025 10:11:52 AM
Attachments: Proposed "Flat" (In-Situ Conversion) - Traffic Forecast for EA_20251008.pdf

---

Dear Kelvin,

I have no further comment from traffic engineering viewpoint on the captioned report given that this report will only be used for TNIA and AQIA purposes.

Our comments on the TIA report should be addressed separately.

Best Regards,
Sunny KWAN
EK/YT, TEK
Transport Department
Tel.: 2399 2511

From: "CHAN Kelvin" <[redacted]>
To: "Ming Yeung KWAN" <[redacted]>
Date: 08/10/2025 06:37 PM
Subject: RE: Traffic Forecast for Road Traffic Noise Impact Assessment and Air Quality Impact Assessment For Proposed "Flat" (In-Situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844(Part))

Dear Sunny,

Thanks for your prompt reply.

Please find the attached revised Technical Note for your kind review and endorsement.
Should you have any queries regarding the captioned, please feel free to contact the undersigned at 2864 6462.
Regards,

Kelvin Chan
Associate
[redacted]) • [redacted] • Fax: +852 2527 8490

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From: Ming Yeung KWAN <[redacted]>
Sent: Monday, October 6, 2025 8:38 AM
To: CHAN Kelvin <kchan2@systra.com>
Subject: RE: Traffic Forecast for Road Traffic Noise Impact Assessment and Air Quality Impact Assessment For Proposed "Flat" (In-Situ Conversion) in "Commercial (7)" Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844(Part))

Dear Kelvin,

Please include the statement below and provide the comparison in the report. Thanks.

Best Regards,
Sunny KWAN
EK/YT, TEK
Transport Department
Tel.: 2399 2511

From: "CHAN Kelvin" <[redacted]>
To: "Ming Yeung KWAN" <[redacted]>
Date: 03/10/2025 06:40 PM
Subject: RE: Traffic Forecast for Road Traffic Noise Impact Assessment and Air Quality Impact Assessment For Proposed “Flat” (In-Situ Conversion) in “Commercial (7)” Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844(Part))

Dear Sunny,

Thanks for your prompt reply.

By comparing the traffic flows at the peak periods in both weekday and weekend for the road sections of TNIA and AQIA, it is found that the traffic flow in weekday is higher. Therefore, the current use of weekday peak hours data is considered representable for conducting TNIA and AQIA.

Regards,

Kelvin Chan
Associate
Tel: [redacted] • Fax: +852 2527 8490

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From: Ming Yeung KWAN <[redacted]>
Sent: Thursday, October 2, 2025 4:22 PM
To: CHAN Kelvin <[redacted]>
Subject: Re: Traffic Forecast for Road Traffic Noise Impact Assessment and Air Quality Impact Assessment For Proposed “Flat” (In-Situ Conversion) in “Commercial (7)” Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844(Part))

Dear Kelvin,

Please find my comment below on the captioned report:-

- In the TIA report for the S16 submission, survey data of weekend peak hours has been provided. Please justify the current use of weekday peak hours data is representable for conducting TNIA and AQIA.

Best Regards,
Sunny KWAN
EK/YT, TEK
Transport Department
Tel.: 2399 2511

From: [redacted]

Date: 30/09/2025 05:25 PM

Subject: Traffic Forecast for Road Traffic Noise Impact Assessment and Air Quality Impact Assessment For Proposed “Flat” (In-Situ Conversion) in “Commercial (7)” Zone, No. 18 Salisbury Road, Tsim Sha Tsui, Kowloon (Kowloon Inland Lot No. 9844(Part))

Dear Sunny,

There is a Section 16 Planning Application to convert the existing hotel-like serviced apartments at K11 ARTUS to a residential development at Kowloon Inland Lot No. 9844 in Tsim Sha Tsui. The proposed in-situ conversion of the development would be tentatively completed in year 2029.

In this regard, the Noise Impact Assessment and Air Quality Impact Assessment Studies have been carried out. We are pleased to submit herewith the Technical Note on the traffic data for your kind review and endorsement.

Should you have any queries regarding the captioned, please feel free to contact the undersigned at [redacted]

Thank you for your kind attention.

Regards,

Kelvin Chan
Associate
Tel: [redacted] Fax: +852 2527 8490

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www.mvaasia.com
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Drawing No.1 - Index Plan for NIA

Year 2044 Peak Hour Traffic Forecast for NIA

Index No.	Road Name[1]	Direction	Road Type	AM Peak		PM Peak		Speed Limit (km/h)
				Total Flows [2] (Veh/hr)	HV%[3]	Total Flows [2] (Veh/hr)	HV%[3]	
11	Hankow Road	NB	LD	50	51%	100	65%	50
12B	Access Road (To Culture Centre)	SB	LD	50	31%	50	25%	50
17A	Nathan Road	NB	PD	350	44%	500	40%	50
17B	Nathan Road	SB	PD	650	54%	600	23%	50
18A	Nathan Road	NB	PD	600	39%	750	32%	50
18B	Nathan Road	SB	PD	900	44%	900	18%	50
21	Minden Row	NB	LD	100	56%	100	25%	50
22A	Minden Row	NB	LD	20[4]	67%	10[4]	29%	50
22B	Minden Row	SB	LD	10[4]	67%	10[4]	0%	50
23	Middle Road	NB	LD	250	15%	300	7%	50
24A	Access Road (From Regent Hotel)	NB	LD	50	8%	100	3%	50
24B	Access Road (To Regent Hotel)	SB	LD	50	7%	100	7%	50
26	Blenheim Avenue	SB	LD	100	48%	100	22%	50
27A	Blenheim Avenue	NB	LD	10[4]	13%	50	27%	50
27B	Blenheim Avenue	SB	LD	50	24%	50	11%	50
30A	Chatham Road South	NB	PD	350	45%	400	29%	50
30B	Chatham Road South	SB	PD	450	37%	600	33%	50
31A	Chatham Road South	NB	LD	300	4%	400	3%	50
31B	Chatham Road South	SB	LD	250	5%	450	1%	50
50	Mody Road	EB	LD	600	30%	800	12%	50
57	Minden Avenue	WB	LD	100	55%	100	24%	50
58A	Minden Avenue	EB	LD	50	35%	20[4]	15%	50
58B	Minden Avenue	WB	LD	50	40%	20[4]	7%	50
60	Middle Road	WB	LD	250	30%	300	18%	50
61	Middle Road	WB	LD	250	16%	300	7%	50
62A	Middle Road	EB	LD	100	4%	100	3%	50
62B	Middle Road	WB	LD	100	8%	100	3%	50
65A	Salisbury Road	EB	PD	1950	29%	1900	22%	50
65B	Salisbury Road	WB	PD	1300	29%	1650	15%	50
66	Salisbury Road	EB	PD	1950	28%	1850	19%	50
67	Salisbury Road	EB	PD	2200	30%	2000	17%	50
68	Salisbury Road	EB	PD	550	45%	500	29%	50
69	Salisbury Road	EB	PD	250	43%	250	24%	50
70	Salisbury Road (Underpass)	EB	PD	1500	24%	1250	12%	50
71	Salisbury Road	WB	PD	100	35%	50	12%	50
72	Salisbury Road (Underpass)	WB	PD	250	14%	500	12%	50
73	Salisbury Road	WB	PD	1300	29%	1750	19%	50
74	Salisbury Road	WB	PD	1100	28%	1250	22%	50
75	Access Road (Hong Kong Culture Centre)	WB	LD	50	25%	50	25%	50
76	Access Road (Legoland Taxi Lay-by)	WB	LD	10[4]	0%	10[4]	0%	50
77	Salisbury Road	EB	PD	400	38%	400	26%	50
78	Access Road (Ingress to Mody Road B/T)	NB	LD	50	100%	50	100%	50
79	Salisbury Road	EB	PD	50	64%	50	60%	50
80	Salisbury Road	EB	PD	250	49%	250	37%	50
81	Chatham Road South	SB	PD	50	57%	100	26%	50
82	Salisbury Road	WB	PD	850	25%	1050	16%	50

Notes:

1 Refer to Drawing No 1;

2 Traffic flows are rounded up to the nearest 50 veh/hr;

3 Heavy vehicles include all categories of motor vehicles except private car, taxi and motorcycle.

Appendix 2.2 Result of Road Traffic Noise Impact Assessment

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers for AM Peak Flow
Base Case

West Wing

Floor	mPD	W1-01	W1-02	W1-03	W1-04	W1-05	W1-06	W1-07	W1-08	W1-09	W1-10	W1-11	W1-12	W1-13	W1-14	W1-15	W1-16	W1-17	W1-18	W1-19	W1-20	W1-21	W1-22	W1-23	W1-24	W1-25	W1-26	W1-27	W1-28	W1-29
8/F	49.0	52	51	44	44	44	44	44	45	53	53	52	53	54	55	57	61	65	65	50	50	51	51	51	51	51	51	52	53	53
9/F	52.8	54	53	47	47	47	48	48	48	57	59	60	62	62	64	66	68	69	69	54	54	54	54	54	54	54	54	55	56	55
Max Noise Level		54	53	47	47	47	48	48	48	57	59	60	62	62	64	66	68	69	69	54	54	54	54	54	54	54	54	55	56	55
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	mPD	W2-01	W2-02	W2-03	W2-04	W2-05	W2-06	W2-07	W2-08	W2-09	W2-10	W2-11	W2-12	W2-13	W2-14	W2-15	W2-16	W2-17	W2-18	W2-19	W2-20	W2-21	W2-22
10/F	56.4	54	54	41	41	41	46	47	60	62	64	65	65	65	67	69	69	56	55	56	56	57	57
Max Noise Level		54	54	41	41	41	46	47	60	62	64	65	65	65	67	69	69	56	55	56	56	57	57
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	mPD	W3-01	W3-02	W3-03	W3-04	W3-05	W3-06	W3-07	W3-08	W3-09	W3-10	W3-11	W3-12	W3-13	W3-14	W3-15	W3-16
12/F	63.5	57	56	44	45	45	45	45	52	53	59	59	59	59	59	59	58
13/F	66.8	58	57	48	48	48	48	49	56	57	61	60	60	60	60	59	58
Max Noise Level		58	57	48	48	48	48	49	56	57	61	60	60	60	60	59	58
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

East Wing

Floor	mPD	E1-01	E1-02	E1-03	E1-04	E1-05	E1-06	E1-07	E1-08	E1-09	E1-10	E1-11	E1-12	E1-13	E1-14	E1-15	E1-16	E1-17	E1-18	E1-19	E1-20	E1-21	E1-22	E1-23	E1-24	E1-25	E1-26	E1-27	E1-28	E1-29	E1-30	E1-31	E1-32	E1-33
8/F	49.0	44	43	43	43	43	43	43	43	43	43	43	43	43	43	45	47	49	51	52	50	49	49	49	49	48	48	48	48	48	48	45	45	44
9/F	52.8	46	46	45	45	45	45	45	46	46	46	46	46	46	46	47	48	52	53	55	54	52	51	51	50	50	50	50	50	50	50	48	48	47
Max Noise Level		46	46	45	45	45	45	45	46	46	46	46	46	46	46	47	48	52	53	55	54	52	51	51	50	50	50	50	50	50	50	48	48	47
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	mPD	E2-01	E2-02	E2-03	E2-04	E2-05	E2-06	E2-07	E2-08	E2-09	E2-10	E2-11	E2-12	E2-13	E2-14	E2-15	E2-16	E2-17	E2-18	E2-19	E2-20	E2-21	E2-22	E2-23	E2-24	E2-25	E2-26	E2-27	E2-28	E2-29	E2-30	E2-31	E2-32	E2-33	E2-34	E2-35
10/F	56.4	43	43	43	40	40	40	40	40	40	40	40	40	40	40	40	41	44	46	56	57	57	55	54	53	52	52	52	52	52	52	52	53	46	46	45
Max Noise Level		43	43	43	40	40	40	40	40	40	40	40	40	40	40	40	41	44	46	56	57	57	55	54	53	52	52	52	52	52	52	52	53	46	46	45
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	mPD	E3-01	E3-02	E3-03	E3-04	E3-05	E3-06	E3-07	E3-08	E3-09	E3-10	E3-11	E3-12	E3-13	E3-14	E3-15	E3-16	E3-17	E3-18	E3-19	E3-20	E3-21	E3-22	E3-23	E3-24	E3-25	E3-26	E3-27	E3-28	E3-29	E3-30	E3-31	E3-32	E3-33
11/F	60.2	45	44	44	41	41	41	41	41	41	41	41	41	41	41	47	50	56	57	58	58	57	56	55	54	54	55	55	55	55	56	48	48	46
12/F	63.5	46	46	45	43	43	44	44	44	44	44	44	44	44	44	48	52	57	58	59	59	59	58	57	56	57	57	57	57	58	58	51	50	48
13/F	66.8	49	48	48	46	46	46	47	47	47	47	47	47	47	47	50	54	58	59	60	60	60	60	59	59	59	59	59	59	60	60	53	53	51
Max Noise Level		49	48	48	46	46	46	47	47	47	47	47	47	47	47	50	54	58	59	60	60	60	60	59	59	59	59	59	59	60	60	53	53	51
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined Tower

Floor	mPD	S4-01	S4-02	S4-03	S4-04	S4-05	S4-06	S4-07	S4-08	S4-09	S4-10	S4-11	S4-12	S4-13	S4-14	S4-15	S4-16	S4-17	S4-18	S4-19	S4-20	S4-21	S4-22	S4-23	S4-24	S4-25	S4-26	S4-27
14/F	70.1	47	46	46	40	40	40	40	40	40	40	40	40	40	40	40	40	41	41	41	41	41	42	42	42	42	42	60
15/F	73.4	49	47	47	40	40	40	40	40	40	40	40	40	40	40	40	42	43	43	44	44	44	44	44	45	45	45	62
16/F	76.7	51	49	49	40	40	40	40	40	40	40	40	40	40	40	40	43	45	46	46	46	47	47	47	48	48	49	63
Max Noise Level		51	49	49	40	40	40	40	40	40	40	40	40	40	40	40	43	45	46	46	46	47	47	47	48	48	49	63
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	mPD	S4-28	S4-29	S4-30	S4-31	S4-32	S4-33	S4-34	S4-35	S4-36	S4-37	S4-38	S4-39	S4-40	S4-41	S4-42	S4-43	S4-44	S4-45	S4-46	S4-47	S4-48	S4-49	S4-50	S4-51	S4-52	S4-53
14/F	70.1	60	63	62	62	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	62	54	54	51
15/F	73.4	62	64	64	63	63	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63	63	63	55	55	53
16/F	76.7	64	66	65	65	64	64	64	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64	56	56	54
Max Noise Level		64	66	65	65	64	64	64	63	63	63	63	63	63	63	64	64	64	64	64	64	64	64	64	56	56	54
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	mPD	U5-01	U5-02	U5-03	U5-04	U5-05	U5-06	U5-07	U5-08	U5-09	U5-10	U5-11	U5-12	U5-13	U5-14	U5-15	U5-16	U5-17	U5-18	U5-19	U5-20	U5-21	U5-22	U5-23	U5-24	U5-25	U5-26	U5-27	U5-28	U5-29	U5-30	U5-31	U5-32	U5-33	U5-34	U5-35	U5-36	U5-37
17/F	80.4	52	50	50	40	40	40	40	40	40	40	40	40	40	40	40	48	50	50	51	52	56	64	64	64	65	65	65	65	65	65	65	65	65	57	57	55
18/F	84.1	53	51	52	40	40	40	40	40	40	40	40	40	40	40	40	50	53	54	55	58	62	65	65	65	66	66	66	66	66	66	66	66	66	58	58	56
19/F	87.8	54	53	52	39	39	40	40	40	40	40	40	40	40	40	40	53	56	58	60	62	63	66	66	66	67	67	67	67	67	67	67	67	67	59	59	56
20/F	91.5	55	53	53	41	41	41	41	41	41	41	41	42	42	42	42	56	60	61	62	63	64	67	67	67	67	67	68	68	68	68	67	67	67	59	60	57
21/F	95.3	56	54	54	44	44	44	44	44	44	44	44	44	45	45	45	60	63	63	63	64	65	67	68	68	68	68	68	68	68	68	68	68	67	67	60	60	58
Max Noise Level		56	54	54	44	44	44	44	44	44	44	44	44	45	45	45	60	63	63	63	64	65	67	68	68	68	68	68	68	68	68	68	68	67	67	60	60	58
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:
71 Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers for PM Peak Flow
Base Case

West Wing

Floor	mPD	W1-01	W1-02	W1-03	W1-04	W1-05	W1-06	W1-07	W1-08	W1-09	W1-10	W1-11	W1-12	W1-13	W1-14	W1-15	W1-16	W1-17	W1-18	W1-19	W1-20	W1-21	W1-22	W1-23	W1-24	W1-25	W1-26	W1-27	W1-28	W1-29
8/F	49.0	52	51	43	43	43	43	43	44	52	52	51	52	53	54	56	59	64	64	49	50	50	50	50	50	50	50	51	53	53
9/F	52.8	54	53	46	46	46	46	47	47	56	57	59	60	61	63	64	67	68	68	53	53	53	53	53	53	53	53	54	55	56	55
Max Noise Level		54	53	46	46	46	46	47	47	56	57	59	60	61	63	64	67	68	68	53	53	53	53	53	53	53	54	55	56	55
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	mPD	W2-01	W2-02	W2-03	W2-04	W2-05	W2-06	W2-07	W2-08	W2-09	W2-10	W2-11	W2-12	W2-13	W2-14	W2-15	W2-16	W2-17	W2-18	W2-19	W2-20	W2-21	W2-22
10/F	56.4	54	54	40	40	40	45	46	59	61	62	63	64	64	66	68	68	55	55	56	56	56	57
Max Noise Level		54	54	40	40	40	45	46	59	61	62	63	64	64	66	68	68	55	55	56	56	56	57
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	mPD	W3-01	W3-02	W3-03	W3-04	W3-05	W3-06	W3-07	W3-08	W3-09	W3-10	W3-11	W3-12	W3-13	W3-14	W3-15	W3-16
12/F	63.5	57	56	43	43	44	44	44	51	52	59	59	59	59	59	58	57
13/F	66.8	57	57	47	47	47	47	48	55	56	60	60	60	60	60	59	58
Max Noise Level		57	57	47	47	47	47	48	55	56	60	60	60	60	60	59	58
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

East Wing

Floor	mPD	E1-01	E1-02	E1-03	E1-04	E1-05	E1-06	E1-07	E1-08	E1-09	E1-10	E1-11	E1-12	E1-13	E1-14	E1-15	E1-16	E1-17	E1-18	E1-19	E1-20	E1-21	E1-22	E1-23	E1-24	E1-25	E1-26	E1-27	E1-28	E1-29	E1-30	E1-31	E1-32	E1-33
8/F	49.0	42	42	42	41	41	42	42	42	42	42	42	42	42	42	44	45	48	49	51	49	48	47	47	47	47	47	47	47	47	47	44	44	43
9/F	52.8	45	44	44	44	44	44	44	44	44	44	44	45	45	45	46	47	51	52	54	52	50	49	49	49	49	49	49	49	49	49	47	46	46
Max Noise Level		45	44	44	44	44	44	44	44	44	44	44	45	45	45	46	47	51	52	54	52	50	49	49	49	49	49	49	49	49	49	47	46	46
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	mPD	E2-01	E2-02	E2-03	E2-04	E2-05	E2-06	E2-07	E2-08	E2-09	E2-10	E2-11	E2-12	E2-13	E2-14	E2-15	E2-16	E2-17	E2-18	E2-19	E2-20	E2-21	E2-22	E2-23	E2-24	E2-25	E2-26	E2-27	E2-28	E2-29	E2-30	E2-31	E2-32	E2-33	E2-34	E2-35
10/F	56.4	43	42	42	39	39	39	39	39	39	39	39	39	39	39	39	40	43	44	54	56	55	54	53	51	51	51	51	51	51	51	51	51	45	45	44
Max Noise Level		43	42	42	39	39	39	39	39	39	39	39	39	39	39	39	40	43	44	54	56	55	54	53	51	51	51	51	51	51	51	51	51	45	45	44
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	mPD	E3-01	E3-02	E3-03	E3-04	E3-05	E3-06	E3-07	E3-08	E3-09	E3-10	E3-11	E3-12	E3-13	E3-14	E3-15	E3-16	E3-17	E3-18	E3-19	E3-20	E3-21	E3-22	E3-23	E3-24	E3-25	E3-26	E3-27	E3-28	E3-29	E3-30	E3-31	E3-32	E3-33
11/F	60.2	44	43	43	40	40	40	40	40	40	40	40	40	40	40	45	48	55	56	57	57	56	54	53	53	53	53	53	54	54	54	48	47	46
12/F	63.5	46	45	45	42	42	42	42	43	43	43	43	43	43	43	47	51	56	57	58	58	57	56	55	55	55	55	56	56	57	57	50	50	48
13/F	66.8	48	47	47	45	45	45	45	45	45	46	46	46	46	46	48	52	56	58	59	59	58	58	57	57	57	58	58	58	59	59	53	52	50
Max Noise Level		48	47	47	45	45	45	45	45	45	46	46	46	46	46	48	52	56	58	59	59	58	58	57	57	57	58	58	58	59	59	53	52	50
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined Tower

Floor	mPD	S4-01	S4-02	S4-03	S4-04	S4-05	S4-06	S4-07	S4-08	S4-09	S4-10	S4-11	S4-12	S4-13	S4-14	S4-15	S4-16	S4-17	S4-18	S4-19	S4-20	S4-21	S4-22	S4-23	S4-24	S4-25	S4-26	S4-27
14/F	70.1	47	45	45	39	39	39	39	39	39	39	39	39	39	39	39	39	40	40	40	40	40	41	41	41	41	41	59
15/F	73.4	48	47	47	39	39	39	39	39	39	39	39	39	39	39	39	40	42	42	43	43	43	43	43	43	44	44	61
16/F	76.7	50	48	48	39	39	39	39	39	39	39	39	39	39	39	39	42	44	44	45	45	45	46	46	46	47	47	62
Max Noise Level		50	48	48	39	39	39	39	39	39	39	39	39	39	39	39	42	44	44	45	45	45	46	46	46	47	47	62
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	mPD	S4-28	S4-29	S4-30	S4-31	S4-32	S4-33	S4-34	S4-35	S4-36	S4-37	S4-38	S4-39	S4-40	S4-41	S4-42	S4-43	S4-44	S4-45	S4-46	S4-47	S4-48	S4-49	S4-50	S4-51	S4-52	S4-53
14/F	70.1	59	62	61	61	61	61	61	61	60	60	60	60	60	60	59	59	59	59	59	60	60	60	60	53	53	51
15/F	73.4	61	63	63	62	62	62	62	61	61	61	61	61	61	61	61	61	61	61	61	61	61	62	62	55	54	52
16/F	76.7	62	65	64	64	63	63	63	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63	55	55	53
Max Noise Level		62	65	64	64	63	63	63	62	62	62	62	62	62	62	62	62	62	62	63	63	63	63	63	55	55	53
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Floor	mPD	U5-01	U5-02	U5-03	U5-04	U5-05	U5-06	U5-07	U5-08	U5-09	U5-10	U5-11	U5-12	U5-13	U5-14	U5-15	U5-16	U5-17	U5-18	U5-19	U5-20	U5-21	U5-22	U5-23	U5-24	U5-25	U5-26	U5-27	U5-28	U5-29	U5-30	U5-31	U5-32	U5-33	U5-34	U5-35	U5-36	U5-37
17/F	80.4	51	50	50	39	39	39	39	39	39	39	39	39	39	39	39	46	48	49	50	51	54	63	63	63	63	63	63	64	64	64	64	64	64	64	56	56	54
18/F	84.1	52	51	51	39	39	39	39	39	39	39	39	39	39	39	39	49	51	52	53	56	60	64	64	64	64	64	65	65	65	65	65	65	64	64	57	57	55
19/F	87.8	53	52	52	38	38	38	38	39	39	39	39	39	39	39	39	51	55	57	58	60	62	65	65	65	65	65	65	65	65	65	65	65	65	65	58	58	56
20/F	91.5	54	53	53	40	40	40	40	40	40	40	40	40	41	41	41	55	59	60	61	62	63	65	65	66	66	66	66	66	66	66	66	66	65	65	58	59	57
21/F	95.3	55	54	54	42	42	42	43	43	43	43	43	43	43	44	44	59	61	61	62	62	64	66	66	66	66	66	66	66	66	66	66	66	66	66	59	59	57
Max Noise Level		55	54	54	42	42	42	43	43	43	43	43	43	43	44	44	59	61	61	62	62	64	66	66	66	66	66	66	66	66	66	66	66	66	66	59	59	57
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:
71 Noise level exceed stardand of 70 dB(A)

Appendix 3.1 Derived Sound Power Level of Fixed Noise Sources

Appendix 3.1: Derived Sound Power Level of Fixed Noise Sources

Measurement Date: 24 Oct 2024 (Thu) 1430 – 1455 Weather Condition: Sunny Noise Source ID: MTRCHVB	Noise measurement was carried out at the edge of the walkway facing the exhaust. The sound pressure level is taken when the ventilation shaft is active for a conservative approach.

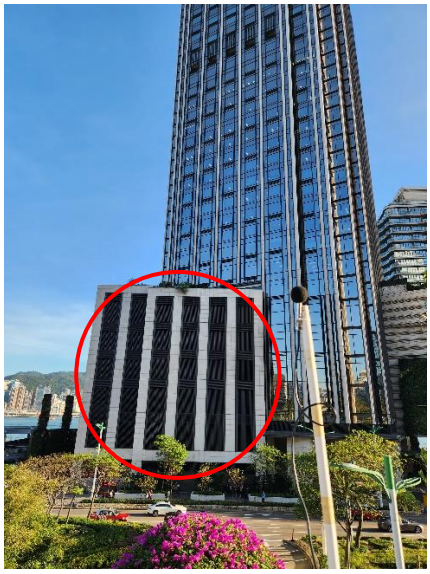
Sound Level meter: Norsonic 139	Sound Calibrator: Norsonic 1256

Deduced Sound Power Level for the Ventilation Building (when active)

Activity	SPL, dB(A)	Background Noise, dB(A)	Calculated SPL, dB(A)	Measurement distance (D), m	Derived SWL, dB(A)*
Ventilation	66.4	58.6	65.7	10.9	94.4

Remark:
* Derived SWL = SPL + 20 x log (D) + 8

Appendix 3.1: Derived Sound Power Level of Fixed Noise Sources

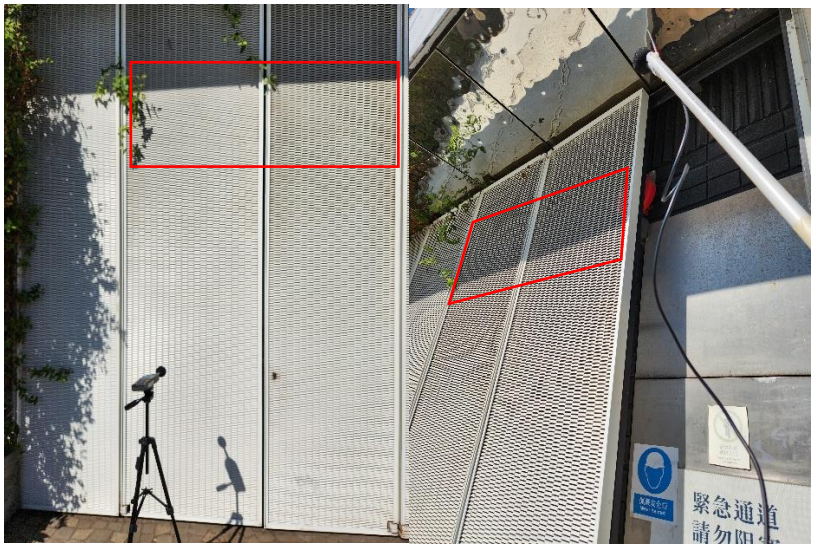
Measurement Date: 24 Oct 2024 (Thu) 1600 – 1630 Weather Condition: Clear Noise Source ID:K11_Lv	Noise measurements were conducted for the louver at K11 Atelier on Tsim Sha Tsui East Waterfront Podium Garden directly facing the louver. 

Deduced Sound Power Level for the Louver

Activity	SPL, dB(A)	Background Noise, dB(A)	Calculated SPL, dB(A)	Measurement distance (D), m	Derived SWL, dB(A)*
Louver	65.8	61.1	64.0	66.5	108.5

Remark:
* Derived SWL = SPL + 20 x log (D) + 8

Appendix 3.1: Derived Sound Power Level of Fixed Noise Sources

Measurement Date: 29 Nov 2024 (Fri) 1300 – 1400 Weather Condition: Clear Noise Source ID:MOA_Lv1, MOA_Lv2	Noise measurements were conducted for the louvers at Hong Kong Museum of Arts in accordance with the standard acoustical principles and "International Standard ISO 3746: Acoustics – Determination of sound power level of noise sources using sound pressure – survey method using an enveloping measurement surface over a reflecting plane". 

Deduced Sound Power Level for the Louver

(Please refer to the ISO:3746 Calculation Sheet in this Appendix.)

Sound Power Measurement Calculation Sheet

To: ISO 3746 (Survey Method)

Project No.	**TSTVD**
Measurement Date & Time:	**28 November 2024**
Type of Sound Source:	**Louver**
Opeartion Conditions:	**Stable**

Overall, dB(A)			**MOA_Lv1**	**MOA_Lv2**
Raw Data	$\overline{L'_{pA(ST)}} = 10 \lg\left[\frac{1}{N_M}\sum_{i=1}^{N_M} 10^{0,1L'_{pA\,i(ST)}}\right]$ dB	**Averaged L'$_{pA(ST)}$**	80.7	81.3
		Averaged L$_{pA(BG)}$	60.4	60.4

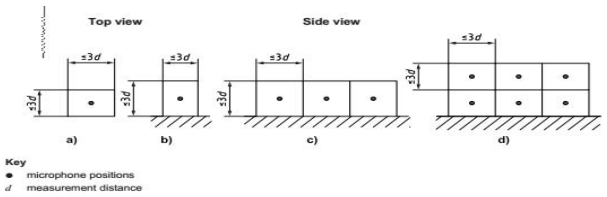
Surface Area	**No. of reflecting plane:**		3	2
	Parallaed Measurement Surface, d (m):		1	1
	Surface Area of Measurement (m^2):		16.5	19.3

K$_{1A}$ Correction	$\Delta L_{pA} = \overline{L'_{pA(ST)}} - \overline{L_{pA(B)}}$	**ΔL$_{pA}$=L'$_{pA(ST)}$ - L$_{pA(BG)}$**	20.3	20.9
	$\Delta L_{pA} > 10$ dB, K_{1A} is assumed equal to zero.	**ΔL$_{pA}$>10**	0	0
	3 dB $\leqslant \Delta L_{pA} \leqslant$ 10 dB $K_{1A} = -10 \lg\left(1 - 10^{-0,1\Delta L_{pA}}\right)$ dB	**3=<ΔL$_{pA}$<=10**		
	$\Delta L_{pA} < 3$ dB, K_{1A} to be applied in this case is 3 dB	**ΔL$_{pA}$<3**		
		K$_{1A}$	0.0	0.0

K$_{2A}$ Correction	$K_{2A} = 10 \lg\left[1 + 4\frac{S}{A}\right]$ dB	**A= α S$_V$**	Outdoor Area
		K$_{2A}$	0

Results	$\overline{L_{pA}} = \overline{L'_{pA(ST)}} - K_{1A} - K_{2A}$	**Corrected L$_{pA}$**	80.7	81.3
	$L_{WA} = \overline{L_{pA}} + 10 \lg\frac{S}{S_0}$ dB	**Sound Power Level: L$_{WA}$**	**92.9**	**94.2**

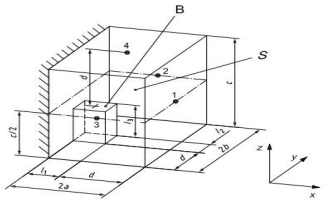
Determination of Microphone Arrays on Parallelepiped Measurement Surface



Key
● microphone positions
d measurement distance

Figure C.1 — Microphone positions on a parallelepiped measurement surface

Parallelepiped Measurement Surface for Floor-standing Noise Sources Adjacent to Two Reflecting Plans



Key
● microphone positions (1, 2, 3, 4)
B reference box
$2a$ measurement surface length
$2b$ measurement surface width
c measurement surface height
d measurement distance
l_1 reference box length
l_2 reference box width
l_3 reference box height
S measurement surface
$S = 2(2ab + bc + 2ca)$

Noise Source ID: MOA_Lv1

Log no.	Sound Source	Overall, dB(A)	$10^{li/10}$
moa_lv1_p1	Front	81.94	156285480
moa_lv1_p2		82.30	169848733
moa_lv1_p3	Side	79.76	94630580
moa_lv1_p4	Bottom	79.55	90105180
moa_lv1_p5		79.20	83221531
$L'_{pA(ST)}$ = Average SPL		80.70828938	

Dimension of measurement Surface

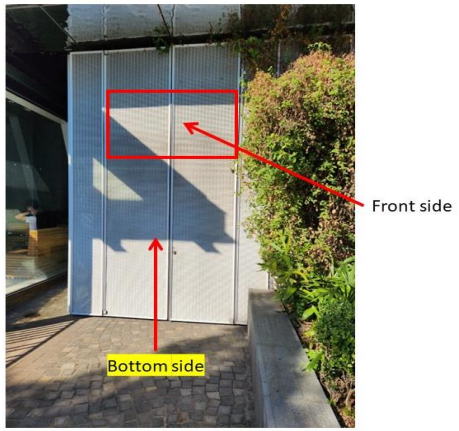
	H (m)	L (m)	W (m)
=	2.8	1	3.6

Total Measurement Surface

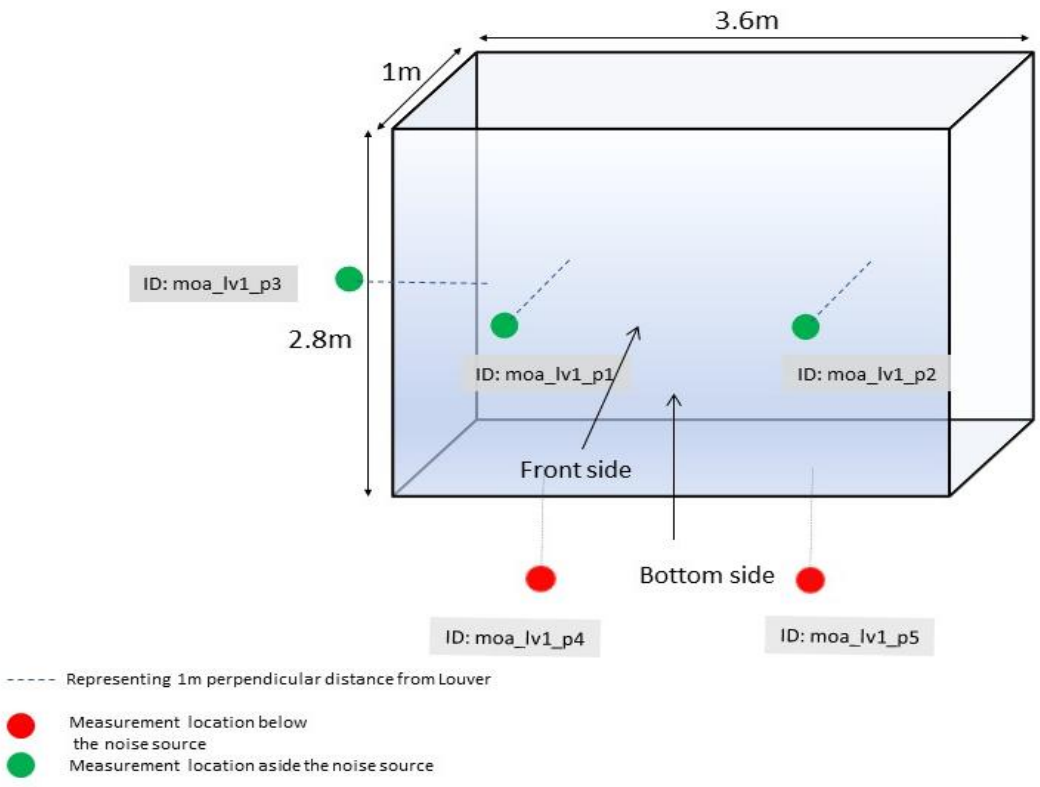
= 2.8*1 + 2.8*3.6 + 1*3.6

= 16.48 m^2

Noise source ID: MOA_Lv1
Measurement Points – Louver



Noise source ID: MOA_Lv1
Measurement Points – Louver



----- Representing 1m perpendicular distance from Louver

Measurement location below the noise source

Measurement location aside the noise source

Noise Source ID: MOA_Lv2

Log no.	Sound Source	Overall, dB(A)	$10^{li/10}$
moa_lv2_p1	Front	81.35	136495389
moa_lv2_p2		84.05	254319602
moa_lv2_p3	Side	80.80	120140680
moa_lv2_p4		78.89	77458886
moa_lv2_p5	Bottom	80.72	118130486
moa_lv2_p6		80.38	109204290
$L'_{pA(ST)}$ = Average SPL		81.29864296	

Dimension of measurement Surface

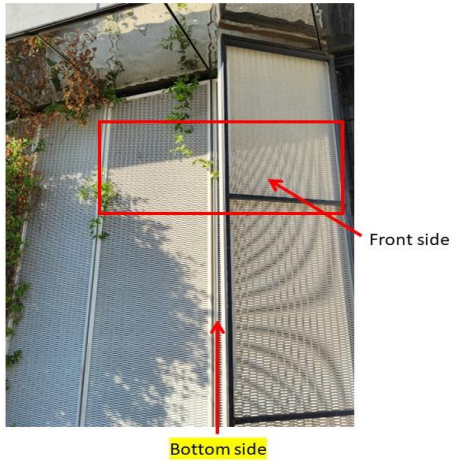
	H (m)	L (m)	W (m)
=	2.8	1	3.6

Total Measurement Surface

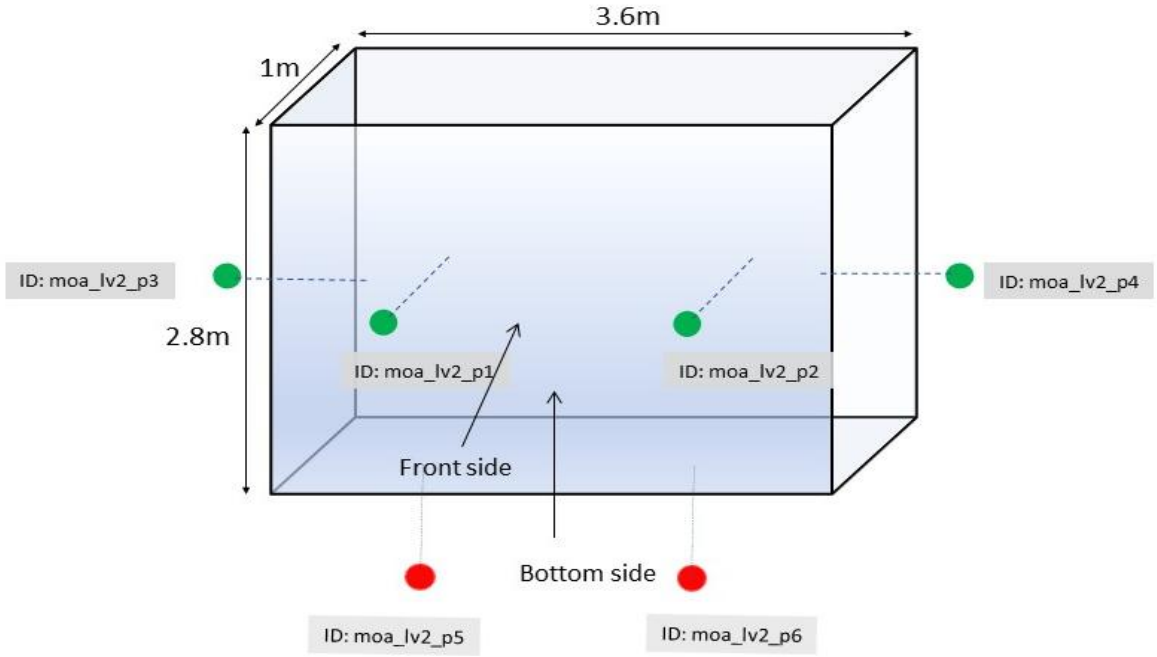
= 2.8*1*2 + 2.8*3.6 + 1*3.6

= 19.28 m^2

Noise source ID: MOA_Lv2
Measurement Points – Louver



Noise source ID: MOA_Lv2
Measurement Points – Louver

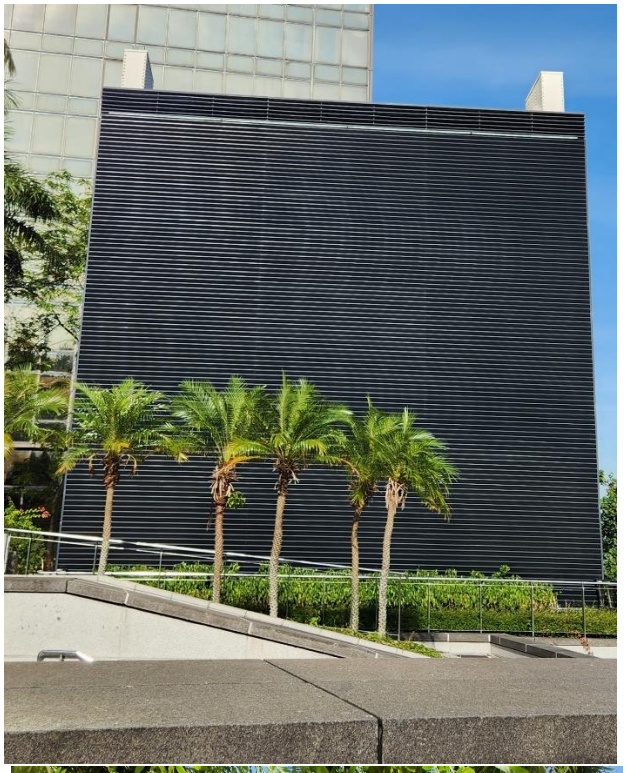


----- Representing 1m perpendicular distance from Louver

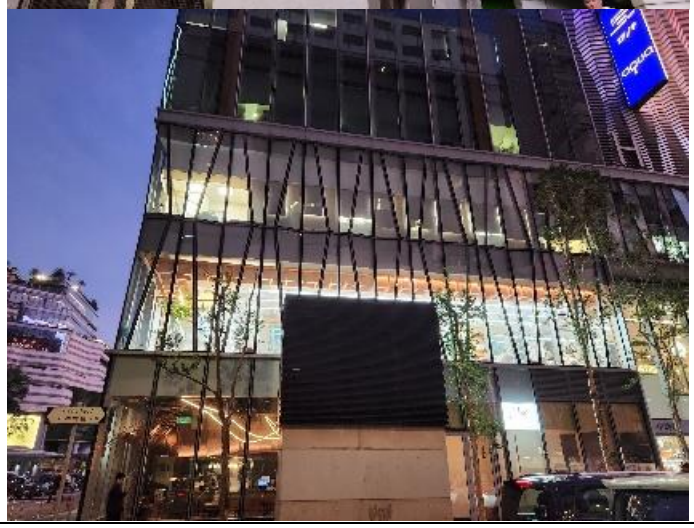
Measurement location below the noise source

Measurement location aside the noise source

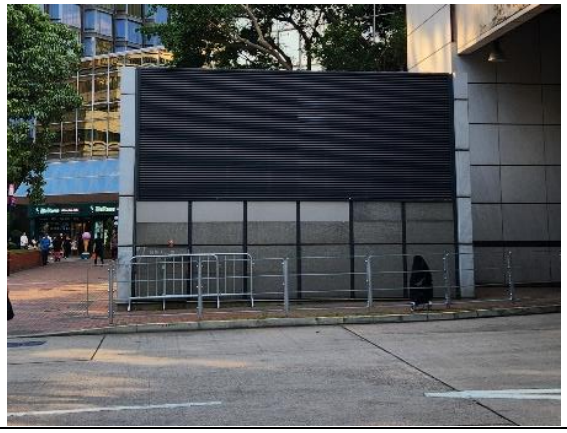
Appendix 3.1: Derived Sound Power Level of Fixed Noise Sources

Date of observation: 24 Oct 2024 (Thu) Weather Condition: Clear Noise Source ID: N/A	Louvre was identified at The Garden of Stars. No noticeable noise was observed on the day of visit. 

Appendix 3.1: Derived Sound Power Level of Fixed Noise Sources

Date of observation: 24 Oct 2024 (Thu) Weather Condition: Clear Noise Source ID: N/A	Multiple louvres were identified around Exit K of Tsim Sha Tsui / Tsim Sha Tsui East Station. No noticeable noise was observed on both days of visit. 

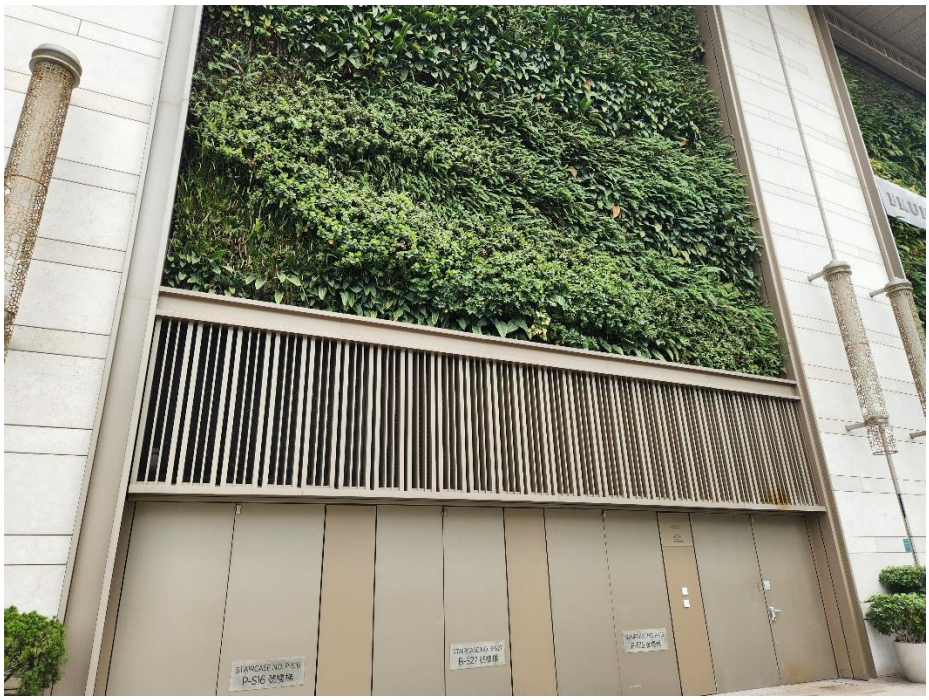
Appendix 3.1: Derived Sound Power Level of Fixed Noise Sources

Date of observation: 24 Oct 2024 (Thu) Weather Condition: Clear Noise Source ID: N/A	More louvres were identified within the assessment area. No noticeable noise was observed on the day of visit. 

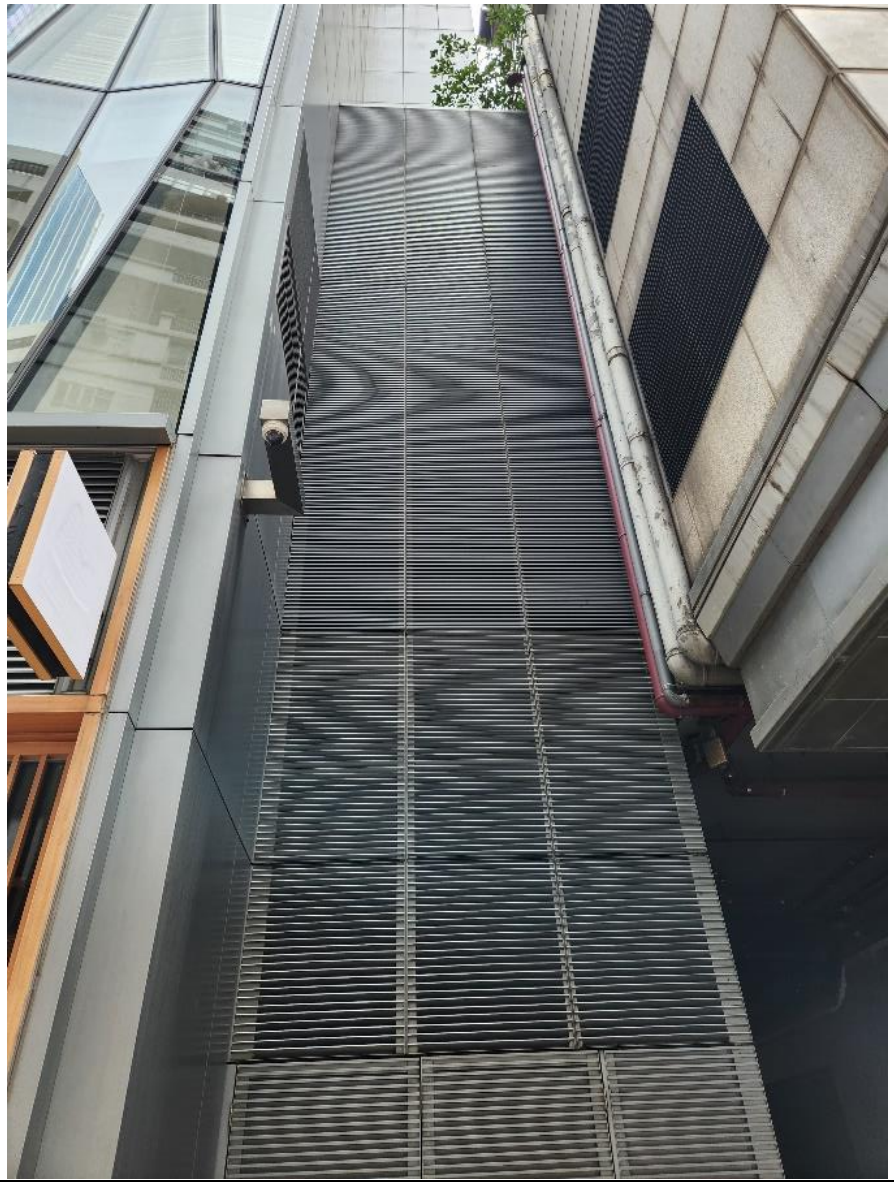
Appendix 3.1: Derived Sound Power Level of Fixed Noise Sources

Date of observation: 24 Oct 2024 (Thu), 6 Jun 2025 (Fri) Weather Condition: Clear Noise Source ID: N/A	Louvre and ventilation ducts were identified within and around the structure near Exit K of Tsim Sha Tsui / Tsim Sha Tsui East Station. No noticeable noise was observed on the day of visit.

Appendix 3.1: Derived Sound Power Level of Fixed Noise Sources

Date of observation: 6 Jun 2025 (Fri) Weather Condition: Clear Noise Source ID: N/A	Louvre was identified at K11 Musea. No noticeable noise was observed on the day of visit. 

Appendix 3.1: Derived Sound Power Level of Fixed Noise Sources

Date of observation: 6 Jun 2025 (Fri) Weather Condition: Clear Noise Source ID: N/A	Louvre was identified at H-Zentre. No noticeable noise was observed on the day of visit. 

Appendix 3.1: Derived Sound Power Level of Fixed Noise Sources

Date of observation: 20 Nov 2024 (Wed) Weather Condition: Cloudy Noise Source ID: N/A	No noise sources are identified at the podium of K11 Artus.

Appendix 3.2 Correspondence with Operator/ Owner of the Identified Fixed Noise Sources

Peter Leung

To: [redacted]
Cc: Calvin Chiu; Peter Leung
Subject: Request for Information of the Chillers and VRVs at Hong Kong Museum of Art

Dear Sir/Madam,

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers and outdoor VRV units) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact the undersigned at [redacted]) or the our Mr. Peter Leung at [redacted].

Kind regards
Michael Wong

Assistant Environmental Consultant

[redacted]

Ramboll
21st Floor

BEA Harbour View Centre

56 Gloucester Road

Wan Chai

Hong Kong

https://ramboll.com

Ramboll Hong Kong Limited

Ref.: NWDTSTVDEI00_0_0003L.24.docx

25 October 2024

By Fax (2739 8707) and Post

Management Office
Sheraton Hong Kong Hotel & Towers
20 Nathan Road, Tsim Sha Tsui
Kowloon, Hong Kong

Dear Sir/Madam,

Proposed Development in Tsim Sha Tsui –
Request for Information of the Chillers, Cooling Towers and VRVs at Sheraton Hotel & Towers

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers, cooling towers and outdoor VRV units) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact our Mr. Michael Wong at [redacted] or the undersigned at [redacted]

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Peter Leung
Senior Environmental Consultant

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Ref.: NWDTSTVDEI00_0_0004L.24.docx

25 October 2024

By Post

Management Office
H-Zentre
15 Middle Road, Tsim Sha Tsui
Kowloon, Hong Kong
Dear Sir/Madam,

Proposed Development in Tsim Sha Tsui –
Request for Information of the Chillers, Cooling Towers and VRVs at H-Zentre

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers, cooling towers and outdoor VRV units) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact our Mr. Michael Wong at [redacted] or the undersigned at [redacted]

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Peter Leung
Senior Environmental Consultant

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Peter Leung

To: [redacted]
Cc: Calvin Chiu; Peter Leung
Subject: Request for Information of the VRVs at The Peninsula Hong Kong

Dear Sir/Madam,

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. outdoor VRV units) are identified at the podium of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact the undersigned at [redacted] or the our Mr. Peter Leung at [redacted]).

Kind regards
Michael Wong

Assistant Environmental Consultant

[redacted]

Ramboll
21st Floor

BEA Harbour View Centre

56 Gloucester Road

Wan Chai

Hong Kong

https://ramboll.com

Ramboll Hong Kong Limited

Ref.: NWDTSTVDEI00_0_0006L.24.docx

25 October 2024

By Post

Management Office
Prestige Tower
23-25 Nathan Road,
Tsim Sha Tsui, Hong Kong

Dear Sir/Madam,

Proposed Development in Tsim Sha Tsui –
Request for Information of the Chillers, Cooling Towers and VRVs at Prestige Tower

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers, cooling towers and outdoor VRV units) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact our Mr. Michael Wong at [redacted] or the undersigned at [redacted].

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Peter Leung
Senior Environmental Consultant

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Ref.: NWDTSTVDEI00_0_0007L.24.docx

25 October 2024

By Post

Management Office
Alpha House,
27 Nathan Road,
Tsim Sha Tsui, Hong Kong

Dear Sir/Madam,

Proposed Development in Tsim Sha Tsui –
Request for Information of the Chillers, Cooling Towers and VRVs at Alpha House

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers, cooling towers and outdoor VRV units) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact our Mr. Michael Wong at 3465 2815 [redacted] or the undersigned at [redacted]

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Peter Leung
Senior Environmental Consultant

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Peter Leung

To: [redacted]
Cc: Calvin Chiu; Peter Leung
Subject: Request for Information of the Chillers, Cooling Towers and VRVs at 26 Nathan Road

Dear Sir/Madam,

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers, cooling towers and outdoor VRV units) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact the undersigned at [redacted] or the our Mr. Peter Leung at [redacted]

Kind regards
Michael Wong

Assistant Environmental Consultant

[redacted]

Ref.: NWDTSTVDEI00_0_0009L.24.docx

25 October 2024

By Post

Management Office
Hermes House
10 Middle Road, Tsim Sha Tsui,
Kowloon, Hong Kong

Dear Sir/Madam,

Proposed Development in Tsim Sha Tsui –
Request for Information of the Chillers, Cooling Towers and VRVs at Hermes House

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers, cooling towers and outdoor VRV units) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact our Mr. Michael Wong at [redacted] or the undersigned at [redacted].

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Peter Leung
Senior Environmental Consultant

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Peter Leung

From: Wong, John KL <[redacted]>
Sent: 30 October 2024 11:43
To: [redacted]
Subject: Request Chiller Information at Hermes House for noise assessment study
Attachments: SKM_C45824103011130.pdf

Some people who received this message don't often get email from john.kl.wong@pcpd.com. Learn why this is important

Dear Mr Peter Leung,

Thank you for your request regarding the chiller information for the feasibility study and noise assessment. However, we regret to inform you that we are unable to provide this information at this time due to company policy. We appreciate your understanding."

Best Regards,
John Wong
Facilities Manager
[redacted]

This message (and any attachments) may contain information that is confidential, proprietary, privileged or otherwise protected by law. The message is intended solely for the named addressee (or a person responsible for delivering it to the addressee). If you are not the intended recipient of this message, you are not authorized to read, print, retain, copy or disseminate this message or any part of it. If you have received this message in error, please destroy the message or delete it from your system immediately and notify the sender.
Please consider the environment before printing this email

Ref.: NWDTSTVDEI00_0_0010L.24.docx

25 October 2024

By Post

Management Office
Holiday Inn Golden Mile
50 Nathan Road, Tsim Sha Tsui
Kowloon, Hong Kong

Dear Sir/Madam,

Proposed Development in Tsim Sha Tsui –
Request for Information of the Chillers, Cooling Towers and VRVs at Holiday Inn Golden Mile

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers, cooling towers and outdoor VRV units) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact our Mr. Michael Wong at [redacted] or the undersigned at [redacted].

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Peter Leung
Senior Environmental Consultant

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Ref.: NWDTSTVDEI00_0_0011L.24.docx

25 October 2024

By Post

Management Office
Fontaine Building,
18 Mody Road, Tsim Sha Tsui
Kowloon, Hong Kong

Dear Sir/Madam,

Proposed Development in Tsim Sha Tsui –
Request for Information of the Chillers, Cooling Towers and VRVs at Fontaine Building

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers, cooling towers and outdoor VRV units) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact our Mr. Michael Wong at [redacted] or the undersigned at [redacted].

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Peter Leung
Senior Environmental Consultant

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Peter Leung

To: [redacted]
Cc: Calvin Chiu; Peter Leung
Subject: Request for Information of the Chillers and VRVs at Harbour Bay Hotel

Dear Sir/Madam,

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers, cooling towers and outdoor VRV units) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact the undersigned at [redacted]) or the our Mr. Peter Leung at [redacted]

Kind regards
Michael Wong

Assistant Environmental Consultant

[redacted]

Ramboll
21st Floor

BEA Harbour View Centre

56 Gloucester Road

Wan Chai

Hong Kong

https://ramboll.com

Ramboll Hong Kong Limited

Ref.: NWDTSTVDEI00_0_0013L.24.docx

25 October 2024

By Post

Management Office
CFC Tower,
28 Mody Road, Tsim Sha Tsui
Kowloon, Hong Kong

Dear Sir/Madam,

Proposed Development in Tsim Sha Tsui –
Request for Information of the Chillers and VRVs at CFC Tower

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers and outdoor VRV units) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact our Mr. Michael Wong at [redacted] or the undersigned at [redacted].

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Peter Leung
Senior Environmental Consultant

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Ref.: NWDTSTVDEI00_0_0014L.24.docx

25 October 2024

By Post

Management Office
8 Minden Avenue,
8 Minden Avenue, Tsim Sha Tsui
Kowloon, Hong Kong

Dear Sir/Madam,

Proposed Development in Tsim Sha Tsui –
Request for Information of the Chillers and VRVs 8 Minden Avenue

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers and outdoor VRV units) are identified above the mall which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact our Mr. Michael Wong at [redacted] or the undersigned at [redacted] ([redacted]

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Peter Leung
Senior Environmental Consultant

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Ref.: NWDTSTVDEI00_0_0015L.24.docx 25 October 2024

By Post

Management Office
Eu Yan Sang Tower,
11-15 Chatham Road South, Tsim Sha Tsui
Kowloon, Hong Kong

Dear Sir/Madam,

Proposed Development in Tsim Sha Tsui –
Request for Information of the Chillers and VRVs at Eu Yan Sang Tower

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. chillers and outdoor VRV units) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, power rating, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 08 November 2024 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact our Mr. Michael Wong at [redacted] or the undersigned at [redacted]).

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Peter Leung
Senior Environmental Consultant

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Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Michael Wong

From: Michael Wong
Sent: 06 June 2025 17:09
To: [redacted]
Cc: [redacted]
Subject: Request for Information of the Fixed Noise Sources at Regent Hong Kong

Dear Sir/Madam,

We are the environmental consultant and responsible to assess noise impact from all fixed noisy equipment for a Project in Tsim Sha Tsui.

According to desktop review and recent site survey, several fixed noise sources (e.g. AHU/PAUs) are identified at the rooftop of the captioned building which is within our study area. In order to assess the potential noise impact to the Proposed Development, it would be grateful if you could provide the following information as available for the study:

- Inventory of equipment (e.g. MVAC outdoor units);
- The operation parameters of each type of equipment:
  - Quantity (e.g. 4 nos + 2 nos standby)
  - Operation Hours (e.g. 08:00 to 22:00 hours)
  - Location (layout / room layout plan)
  - Particulars (e.g. catalogue, brand and model, air flow rate, sound emission data as available)
  - Acoustic / sound insulation measures adopted (e.g. acoustic silencers / noise enclosures)

In addition, we would like to seek your advice for whether we are allowed to enter the captioned building to carry out on-site noise measurement at location close to the identified noisy equipment. Due to the tight programme of this project, your prompt response on or before 20 June 2025 would be very much appreciated.

Should you have any questions on this request, please do not hesitate to contact our Mr. Peter Leung at [redacted] ([redacted]) or the undersigned at [redacted]).

Kind regards

Michael Wong

Assistant Environmental Consultant

[redacted]

_____

Ramboll
21st Floor

BEA Harbour View Centre

56 Gloucester Road

Wan Chai

Hong Kong

https://ramboll.com

Ramboll Hong Kong Limited

Appendix 3.3 Catalogue of Fixed Noise Sources

Air cooled multi-scroll chiller

Standard efficiency

Standard sound

- Single refrigerant circuit (2 scroll compressors) with single evaporator
- Compact design to allow easy indoor installation or retrofit operations
- Micro channel heat exchanger technology reduces the amount of refrigerant used in the system, lowering environmental impact
- Partial and total heat recovery option available
- Stainless steel plate heat exchanger

EWAQ-G-SS 075: HB_2, HB_3 ,HH_2, HH_3, HH_4

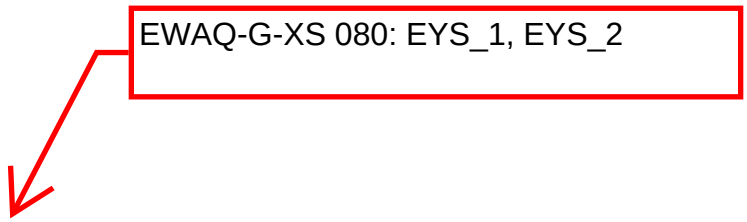
Cooling only				EWAQ-G-SS	075	085	100	110	120	140	155
Cooling capacity	Nom.			kW	74.7	84.2	96.7	107	117	139	154
Power input	Cooling	Nom.		kW	27.7	31.2	35.0	39.5	43.4	51.1	57.2
Capacity control	Method				Step						
	Minimum capacity			%	50	44	50	44	50	43	50
EER					2.70		2.76	2.70		2.73	2.70
ESEER					4.11	4.23	4.04	4.12	3.91	4.20	4.06
Dimensions	Unit	Height		mm	1,800						
		Width		mm	1,195						
		Depth		mm	2,140		2,680		3,200		
Weight	Unit			kg	681	792	923	953	982	1,037	1,066
	Operation weight			kg	692	802	934	963	993	1,054	1,085
Water heat exchanger	Type				Brazed plate						
	Water flow rate	Cooling	Nom.	l/s	3.6	4.0	4.6	5.1	5.6	6.7	7.4
	Water pressure drop	Cooling	Nom.	kPa	15.5	27.3	36.9	31.6	36.0	27.5	25.8
	Water volume			l	5.60	4.90		5.60		8.10	9.40
Air heat exchanger	Type				Microchannel						
Compressor	Type				Scroll compressor						
	Quantity				2						
Fan	Type				Direct propeller						
	Quantity				4		6			8	
	Air flow rate	Nom.		l/s	6,017	6,444	9,029			12,008	
	Speed			rpm	1,360						
Sound power level	Cooling	Nom.		dBA	83	85	87	89			
Sound pressure level	Cooling	Nom.		dBA	66	68	69	71			
Operation range	Air side	Cooling	Min.~Max.	°CDB	-10~42						
	Water side	Cooling	Min.~Max.	°CDB	-10~15						
Refrigerant	Type / GWP				R-410A / 2,087.5						
	Circuits	Quantity			1						
Refrigerant charge	Per circuit			kg/TCO$_2$Eq	8.0 / 16.7		10.0 / 20.9			12.0 / 25.1	
Piping connections	Evaporator water inlet/outlet (OD)				2" 1/2						
Unit	Starting current	Max		A	208	259	266	313	321	361	374
	Running current	Cooling	Nom.	A	54	58	62	70	79	89	102
		Max		A	64	69	77	84	92	108	122
Power supply	Phase/Frequency/Voltage			Hz/V	3~/50/400						

Air cooled multi-scroll chiller

High efficiency

Standard sound

- Single refrigerant circuit (2 scroll compressors) with single evaporator
- Compact design to allow easy indoor installation or retrofit operations
- Micro channel heat exchanger technology reduces the amount of refrigerant used in the system, lowering environmental impact
- Partial and total heat recovery option available
- Stainless steel plate heat exchanger



Cooling only				EWAQ-G-XS	080	090	105	115	130	150
Cooling capacity	Nom.			kW	79.8	90.3	105	117	131	149
Power input	Cooling	Nom.		kW	25.8	29.0	33.8	37.7	42.3	48.1
Capacity control	Method				Step					
	Minimum capacity			%	50	44	50	44	50	43
EER					3.10	3.11	3.12		3.10	
ESEER					4.20	4.30	4.28	4.34	4.22	4.36
Dimensions	Unit	Height		mm		1,800			1,820	
		Width		mm		1,195				
		Depth		mm	2,680		3,200		3,800	
Weight	Unit			kg	734	850	991	1,020	1,086	1,123
	Operation weight			kg	744	860	1,007	1,035	1,102	1,144
Water heat exchanger	Type				Brazed plate					
	Water flow rate	Cooling	Nom.	l/s	3.8	4.3	5.0	5.6	6.3	7.1
	Water pressure drop	Cooling	Nom.	kPa	25.7	32.7	20.3	19.9	25.4	20.6
	Water volume			l	5.58	4.86		5.60		8.10
Air heat exchanger	Type				Microchannel					
Compressor	Type				Scroll compressor					
	Quantity				2					
Fan	Type				Direct propeller					
	Quantity				6		8		10	
	Air flow rate	Nom.		l/s	9,029	9,498	12,008		15,046	
	Speed			rpm	1,360					
Sound power level	Cooling	Nom.		dBA	84	85	87		89	
Sound pressure level	Cooling	Nom.		dBA	66	68	69		71	
Operation range	Air side	Cooling	Min.~Max.	°CDB	-10~45					
	Water side	Cooling	Min.~Max.	°CDB	-10~15					
Refrigerant	Type / GWP				R-410A / 2,087.5					
	Circuits	Quantity			1					
Refrigerant charge	Per circuit			kg/TCO$_2$Eq	8.0 / 16.7		10.0 / 20.9			12.0 / 25.1
Piping connections	Evaporator water inlet/outlet (OD)				2" 1/2					
Unit	Starting current	Max		A	210	261	268	315	324	362
	Running current	Cooling	Nom.	A	52	56	61	69	76	87
		Max		A	65	71	78	86	96	109
Power supply	Phase/Frequency/Voltage			Hz/V	3~/50/400					

Air cooled multi-scroll inverter chiller

High efficiency

Standard sound

› High efficiency **DC inverter scroll** compressors
› Advanced compressor and fan design resulting in low operating sound levels
› Dual independent refrigerant circuit for built-in redundancy and reliable operation
› Wide operating range in cooling mode
› Reduced footprint thanks to the **V-shaped frame** (EWAQ210GZXS & EWAQ190GZXR)
› MicroTech III controller with superior control logic and easy interface

EWAQ-GZXS 320: HH_1

Cooling only				EWAQ-GZXS	210	270	320	340	400
Cooling capacity	Nom.			kW	201	270	323	340	395
Power input	Cooling	Nom.		kW	72.5	94.0	122	117	144
Capacity control	Method						Stepless		
	Minimum capacity			%	14.4	14.3	14.9	14.3	14.8
EER					2.77	2.87	2.64	2.92	2.75
ESEER					4.79	4.89	4.90	4.77	4.78
Dimensions	Unit	Height		mm	2,270		2,223		
		Width		mm	1,290		2,234		
		Depth		mm	4,450		3,560	4,460	
Weight	Unit			kg	1,600	2,100	2,150	2,400	2,500
	Operation weight			kg	1,677	2,233	2,297	2,575	2,688
Water heat exchanger	Type						Plate heat exchanger		
	Water volume			l	29	61	75	79	92
	Water flow rate	Cooling	Nom.	l/s	9.6	12.9	15.4	16.3	18.9
	Water pressure drop	Cooling	Total	kPa	27	14	15	16	18
Air heat exchanger	Type						High efficiency fin and tube type with integral subcooler		
Compressor	Type						DC Inverter Scroll		
	Quantity				6	8	10		12
Fan	Type						Direct propeller		
	Quantity				4		6	8	
	Air flow rate	Nom.		l/s	17,473		26,209	34,946	
	Speed			rpm			920		
Sound power level	Cooling	Nom.		dBA	92		94	96	
Sound pressure level	Cooling	Nom.		dBA	75		78		79
Operation range	Water side	Cooling	Min.~Max.	°CDB			-8~20		
	Air side	Cooling	Min.~Max.	°CDB			-18~43		
Refrigerant	Type / GWP						R-410A / 2,087.5		
	Circuits	Quantity			1		2		
Refrigerant charge	Per circuit			kg/TCO$_2$Eq	48.0 / 100.2		36.0 / 75.2	48.0 / 100.2	
Piping connections	Evaporator water inlet/outlet (OD)				2.5"		4.5"		
Unit	Maximum starting current			A			2		
	Nominal running current (RLA)	Cooling		A	114	155	195	189	227
	Maximum running current			A	155	236	281	286	309
Power supply	Phase/Frequency/Voltage			Hz/V			3~/50/400		

Air cooled screw chiller

Standard efficiency

Standard sound

› One refrigerant circuit with single screw compressor
› **Compact design** with brazed plate heat exchanger
› Large operation range (ambient temperature down to -18°C)
› Water supply down to -15°C

EWAD-E-SS 410: HB_1, HB_4, HH_7, HH_8, HH_9, 8MA_2a, 8MA_2b

Cooling only				**EWAD-E-SS**	**100**	**120**	**140**	**160**	**180**	**210**	**260**	**310**	**360**	**410**
Cooling capacity	Nom.			kW	101	121	138	163	183	213	255	306	359	411
Power input	Cooling	Nom.		kW	39.1	47.5	53.9	60.9	69.0	72.4	87.8	112	134	147
Capacity control	Method				Stepless									
	Minimum capacity			%	25.0									
EER					2.58	2.54	2.55	2.67	2.64	2.95	2.90	2.73	2.67	2.80
ESEER					2.84	2.83	2.66	2.84	2.73	2.93	3.08	2.96	3.13	3.24
Dimensions	Unit	Height		mm	2,273						2,223			
		Width		mm	1,292						2,236			
		Depth		mm	2,165		3,065		3,965		3,070			
Weight	Unit			kg	1,684		1,861		2,086		2,919			
	Operation weight			kg	1,699		1,881		2,116		2,963			
Water heat exchanger	Type				Plate heat exchanger									
	Water volume			l	12	15	17	20	24	30	25	30	36	44
	Water flow rate	Cooling	Nom.	l/s	4.8	5.8	6.6	7.8	8.7	10.2	12.2	14.6	17.2	19.7
	Water pressure drop	Cooling	Nom.	kPa	24	25	23	24	22	21	47	48		45
Air heat exchanger	Type				High efficiency fin and tube type with integral subcooler									
Compressor	Type				Single screw compressor						Asymmetric single screw compressor			
	Quantity				1									
Fan	Type				Direct propeller									
	Quantity				2		3		4		6			
	Air flow rate	Nom.		l/s	10,924	10,576	16,386	15,865	21,848	21,153	32,772		31,729	
	Speed			rpm	900									
Sound power level	Cooling	Nom.		dBA	92				93		94			95
Sound pressure level	Cooling	Nom.		dBA	74						75			76
Operation range	Water side	Cooling	Min.~Max.	°CDB	-15~15									
	Air side	Cooling	Min.~Max.	°CDB	-18~48									
Refrigerant	Type / GWP				R-134a / 1,430									
	Circuits	Quantity			1									
Refrigerant charge	Per circuit			kg/TCO$_2$Eq	18.0 / 25.7	21.0 / 30.0	23.0 / 32.9	28.0 / 40.0	34.0 / 48.6	39.0 / 55.8	46.0 / 65.8		56.0 / 80.1	74.0 / 105.8
Piping connections	Evaporator water inlet/outlet (OD)				3"									
Unit	Maximum starting current			A	151		195		288		330		410	
	Nominal running current (RLA)	Cooling		A	67	81	92	102	116	121	148	185	220	241
	Maximum running current			A	86	103	119	132	157	164	198	242	284	298
Power supply	Phase/Frequency/Voltage			Hz/V	3~/50/400									

Air cooled screw chiller

High ambient

Standard sound

› **High ambient**
› Stepless single-screw compressor
› Large operation range (ambient temperature down to -18°C)
› MicroTech III controller with superior control logic and easy interface

EWAD-D-HS MicroTech III

EWAD-D-HS 210: IH_1, IH_2, IH_3, IH_4, IH_5, IH_6

Cooling only				EWAD-D-HS	200	210	230	260	270	290	310	340	380	420	450	480	510	550	590
Cooling capacity	Nom.			kW	194	208	233	255	272	288	305	334	379	413	446	476	512	545	585
Power input	Cooling	Nom.		kW	77.9	76.0	83.9	92.1	98.9	105	114	122	129	143	152	164	177	185	194
Capacity control	Method				Stepless														
	Minimum capacity			%	12.5														
EER					2.49	2.73	2.77		2.75	2.73	2.68	2.75	2.93	2.90	2.93	2.90	2.89	2.95	3.02
ESEER					3.02	3.16	3.24	3.11	3.20	3.18	3.17	3.15	3.46	3.50	3.57		3.55	3.60	3.68
Dimensions	Unit	Height		mm	2,223														
		Width		mm	2,234														
		Depth		mm	2,239		3,339					4,040				4,940			
Weight	Unit			kg	2,475	2,470	2,865		2,870			3,185	3,277	3,942	4,356	4,361		4,366	
	Operation weight			kg	2,500		2,960					3,300	3,447	4,112		4,526			
Water heat exchanger	Type				Plate heat exchanger		Single pass shell & tube												
	Water volume			l	25	30	95		90			115		170			165		160
	Water flow rate	Cooling	Nom.	l/s	9.3	9.9	11.1	12.2	13.1	13.8	14.6	16.0	18.2	19.8	21.4	22.8	24.5	26.1	28.0
	Water pressure drop	Cooling	Nom.	kPa	32	24	46	52	54	59	64	58	70	46	53	58	51	56	53
Air heat exchanger	Type				High efficiency fin and tube type with integral subcooler														
Compressor	Type				Single screw compressor										Asymmetric single screw compressor				
	Quantity				2														
Fan	Type				Direct propeller														
	Quantity				4		6					8				10			
	Air flow rate	Nom.		l/s	21,843	21,153	32,772		32,251		31,729	43,696			42,306	54,620			
	Speed	Cooling	Nom.	rpm	890														
Sound power level	Cooling	Nom.		dBA	96							97	99	97	98		99	100	
Sound pressure level	Cooling	Nom.		dBA	77								79	77	78		79	80	
Operation range	Water side	Cooling	Min.~Max.	°CDB	-15~15														
	Air side	Cooling	Min.~Max.	°CDB	-18~48														
Refrigerant	Type / GWP				R-134a / 1,430														
	Circuits	Quantity			2														
Refrigerant charge	Per circuit			kg/TCO$_2$Eq	18.0 / 25.7	21.0 / 30.0	22.0 / 31.5	26.0 / 37.2	28.0 / 40.0	31.0 / 44.3		28.0 / 40.0		34.0 / 48.6	30.0 / 42.9	45.0 / 64.4	47.5 / 67.9	46.0 / 65.8	47.0 / 67.2
Piping connections	Evaporator water inlet/outlet (OD)				3"		4"								5"				
Unit	Maximum starting current			A	222		239		283	291	303	307	312	423	468	489		498	
	Nominal running current (RLA)	Cooling		A	134	131	145	157	169	180	191	204	214	239	258	275	295	306	320
	Maximum running current			A	172		197	213	224	234	249	272	283	320	338	367	388	399	410
Power supply	Phase/Frequency/Voltage			Hz/V	3~/50/400														

Air cooled screw chiller

High efficiency

Standard/low sound

› Stepless single-screw compressor
› Large operation range (ambient temperature down to -18°C and up to 50°C)
› 2-3 truly independent refrigerant circuits
› DX shell and tube evaporator – one pass refrigerant side to minimize pressure drops
› Partial and total heat recovery option available
› Standard electronic expansion valve
› MicroTech III controller with superior control logic and easy interface

EWAD-C-XS 890: MOA_C1, MOA_C2, MOA_C3

EWAD-C-XS C10: HH_5, HH_6, HH_10

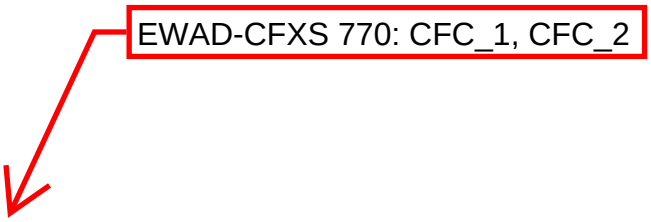
Cooling only				EWAD-C-XS/XL	760	830	890	990	C10	C11	C12	C13	H14	H15	C16	C17	C18	C19	C20	C21	C22
Cooling capacity	Nom.			kW	752	827	885	997	1,069	1,192	1,276	1,343	1,408	1,517	1,590	1,678	1,760	1,849	1,896	1,947	2,002
Power input	Cooling	Nom.		kW	237	256	282	311	343	367	404	416	450	483	510	541	569	598	619	648	678
Capacity control	Method				Stepless																
	Minimum capacity			%	12.5										7.0						
EER					3.17	3.22	3.14	3.20	3.12	3.25	3.15	3.23	3.13	3.14	3.12	3.10	3.09		3.06	3.00	2.95
ESEER					3.77	3.92	3.81	3.91	3.84	3.99	3.86	4.05	4.04	4.06	4.00	3.96	3.94	3.93	4.02	3.91	3.89
Dimensions	Unit	Height		mm	2,540																
		Width		mm	2,285																
		Depth		mm	6,285	7,185		8,085		9,885					12,085	12,985	13,885	14,785			
Weight (XS)	Unit			kg	5,990	6,340	6,360	7,190	7,470	8,220	8,240	8,900			11,570	11,900	12,260	12,600			
	Operation weight			kg	6,240	6,590	6,600	7,600	7,870	8,610	8,630	9,890			12,430	12,760	13,140	13,470			
Weight (XL)	Unit			kg	6,280	6,640	6,650	7,480	7,760	8,510	8,530	9,190			12,010	12,350	12,700	13,040			
	Operation weight			kg	6,520	6,870	6,890	7,880	8,160	8,900	8,920	10,180			12,870	13,200	13,580	13,910			
Water heat exchanger	Type				Single pass shell & tube																
	Water flow rate	Cooling	Nom.	l/s	36.1	39.6	42.4	47.8	51.2	57.1	61.1	64.4	67.5	72.8	76.1	80.4	84.4	88.6	90.7	93.2	95.8
	Water pressure drop	Cooling	Nom.	kPa	81	51	64	61	69	45	51	68	77	84	62	68		74	39	41	43
	Water volume			l	251	243		403		386		979			850		871	850			
Air heat exchanger	Type				High efficiency fin and tube type																
Compressor	Type				Asymmetric single screw compressor																
	Quantity				2										3						
Fan	Type				Direct propeller																
	Quantity				12	14		16		20					24	26	28	30			
	Air flow rate	Nom.		l/s	64,131	74,819		85,508		106,885					128,262	138,950	149,639	160,327			
	Speed			rpm	900																
Sound power level (XS)	Cooling	Nom.		dBA	100	101		102		103					104						
Sound power level (XL)	Cooling	Nom.		dBA	97	98		99							100						
Sound pressure level (XS)	Cooling	Nom.		dBA	80	81		80							81						
Sound pressure level (XL)	Cooling	Nom.		dBA	76	77									78						
Operation range	Air side	Cooling	Min.~Max.	°CDB	-18~50																
	Water side	Cooling	Min.~Max.	°CDB	-8~15																
Refrigerant	Type / GWP				R-134a / 1,430																
	Circuits	Quantity			2										3						
Refrigerant charge	Per circuit			kg/TCO_2Eq	75.0/107.3	91.0/115.8		91.0/130.1	100.0/143.0	115.1/164.5	117.5/168.0	125.0/178.8	145.5/208.1	125.0/178.8	99.0/141.6	82.7/118.2	103.3/147.8	109.0/155.9	113.3/162.1	120.0/171.6	
Piping connections	Evaporator water inlet/outlet (OD)				168.3mm				219.1mm						273mm						
Unit	Starting current	Max		A	618	657		923	970		1,029		1,072	1,085	1,268	1,328	1,387		1,430	1,472	1,486
	Running current	Cooling	Nom.	A	387	423	463	511	559	607	667	686	731	778	835	885	934.0	984	1,018	1,059	1,100
		Max		A	510	561	605	672	731	811	875		929	982	1,096	1,168	1,241	1,313	1,366	1,419	1,473
Power supply	Phase/Frequency/Voltage			Hz/V	3~/50/400																

Air cooled screw chiller with free cooling

High efficiency

Standard/low sound

› Free cooling chiller for space cooling and industrial processes
› Stepless single-screw compressor
› Greater energy savings and reduced CO_2 emissions during cold season
› Wide operating range
› MicroTech III controller with superior control logic and easy interface



Cooling only				EWAD-CFXS/XL	640	770	850	900	C10	C11	C12	C13	C14	C15	C16
Cooling capacity	Nom.			kW	640 (1)	772 (1)	852 (1)	902 (1)	1,027 (1)	1,089 (1)	1,269 (1)	1,349 (1)	1,435 (1)	1,493 (1)	1,555 (1)
Free cooling capacity	Nom.			kW	415 (2)	510 (2)	583 (2)	612 (2)	701 (2)	734 (2	902 (2)	957 (2)	963 (2)	1,013 (2)	1,039 (2)
Mechanical capacity				kW	225 (2)	262 (2)	269 (2)	290 (2)	325 (2)	355 (2)	366 (2)	392 (2)	472 (2)	480 (2)	517 (2)
Air temperature for free cooling 100%				°C	-0.8	-0.1	1.2	0.4	0.9	0.1	2.9	2.1	1.3	0.7	0.1
Power input	Cooling	Nom.		kW	257 (1) / 53.7 (2	272 (1) / 62.0 (2)	293 (1) / 64.7 (2)	324 (1) / 69.8 (2)	360 (1) / 75.7 (2)	399 (1) / 83.4 (2)	397 (1) / 86.4 (2)	439 (1) / 92.8 (2)	454 (1) / 101 (2)	492 (1) / 109 (2)	530 (1) / 115 (2)
Capacity control	Method				Stepless										
	Minimum capacity			%	12.5										
EER					2.49 (1) / 11.91 (2)	2.84 (1) / 12.44 (2)	2.90 (1) / 13.17 (2)	2.78 (1) / 12.93 (2)	2.85 (1) / 13.56 (2)	2.73 (1) / 13.05 (2)	3.19 (1) / 14.68 (2)	3.08 (1) / 14.55 (2)	3.16 (1) / 14.21 (2)	3.04 (1) / 13.72 (2)	2.93 (1) / 13.50 (2)
ESEER					3.44	3.52	3.78	3.50	3.74	3.54	3.88	3.78	4.01	3.96	3.85
Dimensions	Unit	Height		mm	2,565										
		Width		mm	2,480										
		Depth		mm	6,300	7,200	8,100		9,000		10,800				
Weight (XS)	Unit			kg	7,760	8,340	8,900		10,160	10,420	11,900		12,540	12,620	12,670
	Operation weight			kg	8,515	9,100	9,705		11,169	11,429	13,276		14,516	14,596	14,646
Weight (XL)	Unit			kg	8,050	8,620	9,190		10,450	10,710	12,190		12,830	12,910	12,960
	Operation weight			kg	8,795	9,390	9,995		11,459	11,719	13,566		14,806	14,886	14,936
Water heat exchanger	Type				Single pass shell & tube										
	Water volume			l	741	771	808		1,012		1,372		1,965		
	Water flow rate	Cooling	Nom.	l/s	27.8 (1) / 27.8 (2	33.5 (1) / 33.5 (2)	37.0 (1) / 37.0 (2)	39.2 (1) / 39.2 (2)	44.6 (1) / 44.6 (2)	47.3 (1) / 47.3 (2)	55.1 (1) / 55.1 (2)	58.6 (1) / 58.6 (2)	62.4 (1) / 62.4 (2)	64.9 (1) / 64.9 (2)	67.6 (1) / 67.6 (2)
	Water pressure drop	Cooling	Nom.	kPa	85 (1) / 128 (2)	105 (1) / 172 (2)	90 (1) / 178 (2)	101 (1) / 198 (2)	111 (1) / 245 (2)	124 (1) / 272 (2)	98 (1) / 232 (2)	110 (1) / 259 (2)	139 (1) / 305 (2)	150 (1) / 328 (2)	162 (1) / 354 (2)
Air heat exchanger	Type				High efficiency fin and tube type with integral subcooler										
Compressor	Type				Asymmetric single screw compressor										
	Quantity				2										
Fan	Type				Direct propeller										
	Quantity				10	12	14		16		20				
	Air flow rate	Nom.		l/s	50,368	60,441	70,515		80,588		95,253				
	Speed			rpm	920										
Sound power level (XS)	Cooling	Nom.		dBA	100		101		102		103				
Sound power level (XL)	Cooling	Nom.		dBA	96		97		98		99				
Sound pressure level (XS)	Cooling	Nom.		dBA	79		80		81		80				
Sound pressure level (XL)	Cooling	Nom.		dBA	76		77								
Operation range	Water side	Cooling	Min.~Max.	°CDB	-8~15										
	Air side	Cooling	Min.~Max.	°CDB	-20~45										
Refrigerant	Type / GWP				R-134a / 1,430										
	Circuits	Quantity			2										
Refrigerant charge	Per circuit			kg/TCO_2Eq	64.0 / 91.	73.0 / 104.4	81.0 / 115.8		91.0 / 130.1		107.0 / 153.0		112.5 / 160.9	124.0 / 177.3	
Piping connections	Evaporator water inlet/outlet (OD)				DN150PN16(168.3mm)				DN200PN16(219.1mm)				DN250PN16(273mm)		
Unit	Maximum starting current			A	605	619	658		924	971	1,030			1,073	1,086
	Nominal running current (RLA)		Cooling	A	404	430	467	515	568	628	636	701	720	773	825
	Maximum running current			A	476	510	561	605	672	731	811	875		929	982
Power supply	Phase/Frequency/Voltage			Hz/V	3~/50/400										

(1) Cooling: entering evaporator water temp. 16°C; leaving evaporator water temp. 10°C; ambient air temp. 35°C; full load operation. (2) Data is calculated at ambient air temperature 5°C, inlet water temperature 16°C.

SPECIFICATION FOR FT SERIES

FP-80: PT_1, PT_2, PT_3, HI_1, HI_2

Derived SWL = 59 + 20*log(16) + 8 = 91.1

SPECIFICATION FOR FT SERIES

ITEM	MODEL			FT-8	FT-10	FT-15	FT-20	FT-25	FT-30	FT-40	FT-50	FT-60	FT-80	FT-100	FT-125	FT-150	FT-175	FT-200	FT-225	FT-250	FT-300	FT-350	FT-400	FT-500	FT-600	FT-700	FT-800	FT-1000
Capacity	27 ºC WB	Circulating water flow rate	m^3/ hr	6.2	7.8	11.7	15.6	19.5	23.4	31.2	39.1	46.9	62.5	78.1	97.7	117.2	136.7	156.2	175.8	195.3	234.4	273.4	312.5	390.6	468.7	546.8	625.0	781.2
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.6	0.7	0.9	1.1	1.4	1.7	2.0	2.2	2.5	2.8	3.4	3.9	4.5	5.6	6.7	7.8	8.9	11.2
	28 ºC WB	Circulating water flow rate	m^3/ hr	5.6	7.4	10.6	14.4	17.8	21.5	28.7	36.3	42.5	58.8	70.6	88.2	107.5	125.0	142.5	160.0	176.2	212.5	250.0	287.5	337.5	431.2	512.4	575.0	718.7
		Make-up water (Approx.)	m^3/ hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.6	0.8	1.0	1.3	1.5	1.8	2.0	2.3	2.5	3.0	3.6	4.1	4.8	6.2	7.3	8.2	10.3
	Air flow rate (Approx.)		m^3/ min	70	85	140	160	230	280	330	420	450	700	830	950	1150	1200	1250	1600	1750	2000	2200	2450	2700	3500	3750	5000	5400
	Hot water temperature		ºC	37																								
	Cold water temperature		ºC	32																								
Overall Dimension	Diameter (ϕ)		mm	920	920	1160	1160	1490	1660	1660	1890	2100	2100	2900	2900	2900	3310	3310	3960	3960	4360	4760	4760	5600	6600	6600	7600	7600
	Height （H）		mm	1560	1700	1585	1835	1945	1885	2035	2110	2300	2475	2910	3110	3110	3300	3450	3920	3920	3990	4195	4255	4590	5310	5510	5660	5860
	Height (w/o motor) (m)		mm	1390	1530	1395	1645	1760	1720	1785	1860	1980	2155	2590	2790	2790	2880	3030	3300	3300	3290	3495	3495	3830	4470	4670	4720	4940
Material	Air inlet mesh			PVC																								
	Basin			FRP																								
	Casing			FRP																								
	Eliminator			FRP																								
	Fan			ABS Plastic									FRP				Aluminium alloy								FRP			
	Filler			PVC																								
	Motor support			Steel (Hot-dip galvanized)																								
	Sprinkler head			ABS Plastic										Aluminium alloy														
	Sprinkler pipe			PVC pipe																								
	Stand pipe			PVC pipe																								
	Structure			Steel (Hot-dip galvanized)																								
Fan	TYPE			Axial-flow																								
	Diameter		mm	550	640		770			930		1200		1500			1800		2400			3000		3400		3700		
	Speed		rpm	970								750					600		450			375		314				
	Driven type			Direct driven															Belt driven						Gear driven			
Motor	TYPE			Totally enclosed fan cooled outdoor 3 phase induction motor																								
	Power source			380V / 3 / 50Hz																								
	Rated output		kw	0.18		0.37		0.75		1.5				2.2			3.7		5.5		7.5		11		15		22	
	No of pole		Pole	6										8			10		4									
Distribution System	TYPE			Automatic sprinkler system																								
	Inlet dia		mm	40		50		80				100		125		150			200					250		300		
	Outlet dia			15		20		40						65					75				100	75		100		
	No of outlet			4								6		4					6					8		10		
Piping	Inlet		mm	40		50		80				100		125		150			200					250		300		
	Outlet		mm	40		50		80				100		125		150			200					250		300		
	Drain		mm	25										50					80					100				
	Overflow		mm	25										50					80					100				
	Float valve		mm	15										20			25		32					50		80		
	Manual make-up		mm	15										20			25		32					50		80		
Weight	Dry weight		Kg	56	65	75	85	105	130	150	180	250	270	500	540	580	870	900	1300	1350	1550	1720	2050	2450	3950	4050	4700	4900
	Operating weight		Kg	140	150	200	210	290	370	390	550	840	860	1600	1640	1680	2170	2200	2700	2750	3350	3720	3950	6150	9350	9450	11900	12100
Noise Level	Sound pressure level		dBA	45.5	47	48	50	52	54	58	59	58	59	61	61.5	62	62	62	63	63	64	64.5	61.5	62	65	66	73	74

NOTE : Nominal cooling capacity is based on 13 ℓ / min / RT (1 RT=3,900 Kcal / hr) at 37ºC inlet water tpmperature, 32ºC outlet water temperature and 27ºC ambient wet bulb temperature.

The SPLs are measured 16m horizontally from the edge of the tower at 1.5m above the foundation level.

Pump head is obtained by adding resistance of piping/condenser and the tower height(H).

The unit dimension in this catalogue is metric. Specifications listed in this catalogue are subject to change without further noticefor technical improvement of our products.

室外机阵容

RUXYQ22BA: PN_1, PN_2

RUXYQ44BA: 8MA_1

室外机																		
型号			RUXYQ8BA	RUXYQ10BA	RUXYQ12BA	RUXYQ14BA	RUXYQ16BA	RUXYQ18BA	RUXYQ20BA	RUXYQ22BA	RUXYQ24BA	RUXYQ26BA	RUXYQ28BA	RUXYQ30BA	RUXYQ32BA	RUXYQ34BA	RUXYQ36BA	RUXYQ38BA
匹数		HP	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38
组合方式			——	——	——	——	——	——	——	——	RUXYQ10BA RUXYQ14BA	RUXYQ12BA RUXYQ14BA	RUXYQ8BA RUXYQ20BA	RUXYQ8BA RUXYQ22BA	RUXYQ10BA RUXYQ22BA	RUXYQ12BA RUXYQ22BA	RUXYQ14BA RUXYQ22BA	RUXYQ18BA RUXYQ20BA
电源			三相 50Hz 380V															
*1 额定制冷容量		kW	22.4	28.0	33.5	40.0	45.0	50.4	56.5	61.5	68.0	73.5	78.9	83.9	89.5	95.0	101.5	106.9
*2 额定制热容量		kW	25.0	31.5	37.5	45.0	50.0	56.5	63.0	69.0	76.5	82.5	88.0	94.0	100.5	106.5	114.0	119.5
额定耗电量	制冷	kW	4.70	6.71	8.10	9.88	11.80	12.80	14.70	17.30	16.6	18.0	19.4	22.0	24.0	25.4	27.2	27.5
	制热	kW	5.24	6.72	8.48	10.50	12.10	13.30	15.30	17.00	17.2	19.0	20.5	22.2	23.7	25.5	27.5	28.6
风扇风量		m^3/min	162	175	185	223	280	271	271	271	175+223	185+223	162+271	162+271	175+271	185+271	223+271	271+271
机器尺寸(H×W×D)		mm	1657×930×765			1657×1240×765					1657×930×765+1657×1240×765						1657×1240×765+1657×1240×765	
*3 运转音	正面运转音	dB(A)	53	54	56		57	58	59	60	58	59	60	61		62		
	四面运转音	dB(A)	56	57	59		60	61	62	63	61	62	63	64		65		
夜间静音运转		dB(A)	40								43							
现场配管尺寸	液管	mm	φ9.5(钎焊连接)		φ12.7(钎焊连接)					φ15.9(钎焊连接)	φ19.1(钎焊连接)							
	气管	mm	φ19.1 (钎焊连接)	φ22.2 (钎焊连接)	φ25.4(钎焊连接)			φ28.6(钎焊连接)					φ31.8(钎焊连接)				φ38.1(钎焊连接)	
重量		kg	189	196		250	291	300			446		489		496		550	600
冷媒	名称		R410A															
	自带填充量	kg	8.4	8.6	8.7	11.1		15.6			8.6+11.1	8.7+11.1	8.4+15.6		8.6+15.6	8.7+15.6	11.1+15.6	15.6+15.6
运转范围	制冷	˚CDB	-15~54˚CDB*5															
	制热	˚CWB	-25~15.5˚CWB															
*4 最小线路电流	MCA	A	16.1	18.0	20.1	24.4	26.0	34.8	39.6	43.6	40.2	44.0	46.1	59.7	61.6	63.7	68.0	69.6
*4 最大熔丝电流	MFA	A	20		25	32		40			50		63	80				

室外机																		
型号			RUXYQ40BA	RUXYQ42BA	RUXYQ44BA	RUXYQ46BA	RUXYQ48BA	RUXYQ50BA	RUXYQ52BA	RUXYQ54BA	RUXYQ56BA	RUXYQ58BA	RUXYQ60BA	RUXYQ62BA	RUXYQ64BA	RUXYQ66BA		
匹数		HP	40	42	44	46	48	50	52	54	56	58	60	62	64	66		
组合方式			RUXYQ18BA RUXYQ22BA	RUXYQ20BA RUXYQ22BA	RUXYQ22BA RUXYQ22BA	RUXYQ10BA RUXYQ14BA RUXYQ22BA	RUXYQ12BA RUXYQ14BA RUXYQ22BA	RUXYQ8BA RUXYQ20BA RUXYQ22BA	RUXYQ10BA RUXYQ20BA RUXYQ22BA	RUXYQ10BA RUXYQ22BA RUXYQ22BA	RUXYQ12BA RUXYQ22BA RUXYQ22BA	RUXYQ14BA RUXYQ22BA RUXYQ22BA	RUXYQ20BA RUXYQ20BA RUXYQ20BA	RUXYQ18BA RUXYQ22BA RUXYQ22BA	RUXYQ20BA RUXYQ22BA RUXYQ22BA	RUXYQ22BA RUXYQ22BA RUXYQ22BA		
电源			三相 50Hz 380V															
*1 额定制冷容量		kW	111.9	118.0	123.0	129.5	135.0	140.4	146.0	151.0	156.5	163.0	169.5	173.4	179.5	184.5		
*2 额定制热容量		kW	125.5	132.0	138.0	145.5	151.5	157.0	163.5	169.5	175.5	183.0	189.0	194.5	201.0	207.0		
额定耗电量	制冷	kW	30.1	32.0	34.6	33.9	35.3	36.7	38.7	41.3	42.7	44.5	44.1	47.4	49.3	51.9		
	制热	kW	30.3	32.3	34.0	34.2	36.0	37.5	39.0	40.7	42.5	44.5	45.9	47.3	49.3	51.0		
风扇风量		m^3/min	271+271	271+271	271+271	175+223+271	185+223+271	162+271+271	175+271+271	175+271+271	185+271+271	223+271+271	271+271+271	271+271+271	271+271+271	271+271+271		
机器尺寸(H×W×D)		mm	1657×1240×765+1657×1240×765			1657×930×765+			1657×1240×765+1657×1240×765			1657×1240×765+1657×1240×765+1657×1240×765						
*3 运转音	正面运转音	dB(A)	62	63		62	63					64			65	66		
	四面运转音	dB(A)	65	66		65	66					67			68	69		
夜间静音运转		dB(A)	43			45												
现场配管尺寸	液管	mm	φ19.1(钎焊连接)															
	气管	mm	φ38.1(钎焊连接)								φ41.3(钎焊连接)							
重量		kg	600			746		789	796			850	900					
冷媒	名称		R410A															
	自带填充量	kg	15.6+15.6			8.6+11.1+15.6	8.7+11.1+15.6	8.4+15.6+15.6	8.6+15.6+15.6		8.7+15.6+15.6	11.1+15.6+15.6	15.6+15.6+15.6					
运转范围	制冷	˚CDB	-15~54˚CDB*5															
	制热	˚CWB	-25~15.5˚CWB															
*4 最小线路电流	MCA	A	78.4	83.2	87.2	85.7	87.6	89.7	101.2	105.2	107.3	111.6	113.2	122.0	126.8	130.8		
*4 最大熔丝电流	MFA	A	100			125						140				160		

*1 室内温度：27˚CDB，19˚CWB/室外温度：35˚CDB。
*2 室内温度：20˚CDB/室外温度：7˚CDB，6˚CWB。
*3 运转音是在半消音室测得的；四面运转音是按照GB18837最新进行四点测试得到的值；正面运转音为公司内部测量值。
*4 根据MFA来选择熔丝或空气开关，根据MCA来选择电气配线规格。
*5 -15˚CDB ~ -5˚CDB时制冷有前提条件，具体请咨询大金的专业工程师。

注：空调系统的连接率范围:50%~130%，如系统内连接大空间用风管式室内机时引入新风，室内机连接总容量不能超过室外机容量的115%，若大空间用风管式室内机未引入新风，连接总容量仍为不超过室外机容量的130%。

Note: For the deduction of SWL, the measurement distance is taken as 1m according to GB18837

COMPANY WITH QUALITY SYSTEM CERTIFIED BY DNV GL = ISO 9001 =

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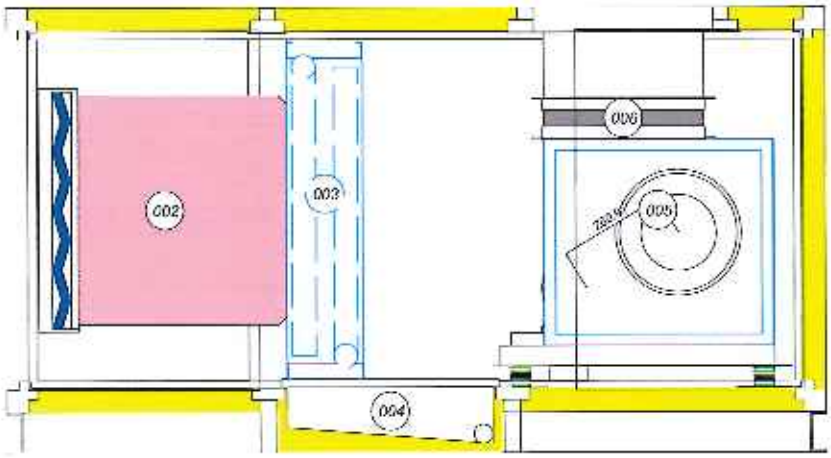
P 3 / 5	23/05/2019	**SOUND DATA**	
A.L. Lista 24 - Ind	13/04/2020	17f439f78-5CFFD98C	Nexus-1 ver.652.9020(C) 03/05/2019 NXSCSTSVPI L080

Project: Hotel — Model: A1(C)1010H-1350W

Ref.: PAU-301 — Flow: 1.60 m3/s



IN-DUCT SOUND POWER LEVEL dB

		125	250	500	1000	2000	4000	8000	A
	INLET	87	89	81	79	72	71	67	85.4
002	G3+F7	0	0	0	0	-1	-1	-1	
003	P3B-16AR 4R- 19T-950A-2.0Pa Cu/Al	-2	-2	-2	-2	-4	-3	-3	
005	ADH 315 R - 1604 RPM - 4.00 kW	89	91	83	81	77	75	71	87.9
	OUTLET	89	91	83	81	77	75	71	87.9

AIRBORNE SOUND POWER LEVEL dB

125	250	500	1000	2000	4000	8000	A
82	75	67	62	47	38	33	71.6

PAU-301: SH_1, SH_2, SH_3, SH_4, RH_1, RH_2, RH_3

Appendix 3.4 Results of Fixed Source Noise Impact Assessment

Summary Table of Fixed Noise Sources

Noise Source ID	Noise Sources	Coordinates			SWL, dB(A)	Quantity	Equivalent SWL, dB(A) (Day & Evening Time)	Equivalent SWL, dB(A) (Night Time)
		x	y	z				
MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	101.0	1	101.0	0.0
MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	101.0	1	101.0	0.0
MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	101.0	1	101.0	0.0
MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	92.9	1	92.9	0.0
MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	94.2	1	94.2	0.0
MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	94.4	1	94.4	94.4
PN_1	Peninsula VRV	835710.5	817386.1	44.3	71.0	1	71.0	71.0
PN_2	Peninsula VRV	835710.6	817383.8	44.3	71.0	1	71.0	71.0
PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	91.1	1	91.1	0.0
PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	91.1	1	91.1	0.0
PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	91.1	1	91.1	0.0
IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	96.0	1	96.0	96.0
IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	96.0	1	96.0	96.0
IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	96.0	1	96.0	96.0
IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	96.0	1	96.0	96.0
IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	96.0	1	96.0	96.0
IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	96.0	1	96.0	96.0
HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	91.1	1	91.1	91.1
HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	91.1	1	91.1	91.1
HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	95.0	1	95.0	95.0
HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	83.0	1	83.0	83.0
HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	83.0	1	83.0	83.0
HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	95.0	1	95.0	95.0
CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	100.0	1	100.0	0.0
CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	100.0	1	100.0	0.0
HH_1	Hermes House Chiller	835889.1	817453.0	56.3	94.0	1	94.0	94.0
HH_2	Hermes House Chiller	835894.1	817453.9	56.3	83.0	2	86.0	86.0
HH_3	Hermes House Chiller	835899.2	817454.2	56.3	83.0	1	83.0	83.0
HH_4	Hermes House Chiller	835904.0	817453.6	56.3	83.0	1	83.0	83.0
HH_5	Hermes House Chiller	835886.6	817443.8	56.3	102.0	1	102.0	102.0
HH_6	Hermes House Chiller	835894.7	817444.8	56.3	102.0	1	102.0	102.0
HH_7	Hermes House Chiller	835882.7	817431.6	56.3	95.0	1	95.0	95.0
HH_8	Hermes House Chiller	835886.0	817431.8	56.3	95.0	1	95.0	95.0
HH_9	Hermes House Chiller	835889.3	817432.1	56.3	95.0	1	95.0	95.0
HH_10	Hermes House Chiller	835900.4	817432.5	56.3	102.0	1	102.0	102.0
8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	74.0	3	78.8	0.0
8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	95.0	1	95.0	0.0
8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	95.0	1	95.0	0.0
EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	84.0	1	84.0	0.0
EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	84.0	1	84.0	0.0
K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	108.5	1	108.5	0.0
SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	71.6	1	71.6	71.6
SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	71.6	1	71.6	71.6
SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	71.6	1	71.6	71.6
SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	71.6	1	71.6	71.6
RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	71.6	1	71.6	71.6
RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	71.6	1	71.6	71.6
RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	71.6	1	71.6	71.6

Remark:
It is assumed that there is no nighttime operation for the sources at MOA, PT, CFC, 8MA, EYS and K11 due to their business nature as museum / shopping malls / office buildings operating at day & evening time only.
For the deduction of SWL, the measurement distance for VRVs is taken as 1m according to GB18837

Summary Result Table of Industrial Noise Assessment (dB(A), Leq-30mins)

Day & Evening time Base-Case Scenario

Floor\NSR	mPD	F01	F02	F03	F04	F04a	F05	F06	F06a	F07	F08	F09	F10	F11	F12
21	95.3	60	61	61	-	61	-	-	-	-	-	-	-	52	53
20	91.5	60	61	61	-	61	-	-	-	-	-	-	-	52	53
19	87.8	61	61	61	-	61	-	-	-	-	-	-	-	52	53
18	84.1	61	61	61	-	61	-	-	-	-	-	-	-	53	53
17	80.4	61	61	61	-	61	-	-	-	-	-	-	-	53	53
16	76.7	61	61	61	60	-	60	60	62	-	-	-	57	53	53
15	73.4	61	61	61	60	-	60	60	62	-	-	-	57	53	53
14	70.1	61	61	61	60	-	60	60	62	-	-	-	57	53	53
13	66.8	61	61	61	-	61	60	61	62	-	-	-	57	53	53
12	63.5	61	61	61	-	61	60	61	62	-	-	-	57	53	53
11	60.2	61	61	61	-	61	60	61	62	-	-	-	57	53	53
10	56.4	61	61	61	61	61	61	61	-	61	62	58	57	53	53
9	52.8	61	61	61	61	61	61	61	-	61	62	58	57	53	53
8	49.0	61	61	61	61	61	61	61	-	61	62	58	57	53	54
Max. Noise Level, dB(A)	-	61	61	61	61	61	61	61	62	61	62	58	57	53	54
Area Sensitive Rating	-	**C**	**C**	**C**	**C**	**C**	**C**	**C**	**C**	**C**	**C**	**C**	**B**	**B**	**B**
Acceptable Noise Level, dB(A)	-	**70**	**70**	**70**	**70**	**70**	**70**	**70**	**70**	**70**	**70**	**70**	**65**	**65**	**65**

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F01	836125.3	817274.1	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	377.1	-59.5	0	3	3	47.5
ASR	C			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	370.8	-59.4	0	3	3	47.6
Day Time ANL	70			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	371.8	-59.4	0	3	3	47.6
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	400.1	-60.0	0	0	3	35.9
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	391.1	-59.8	0	0	3	37.4
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	332.1	-58.4	0	0	3	39.0
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	429.6	-60.7	0	3	3	16.3
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	429.0	-60.6	0	3	3	16.4
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	423.9	-60.5	0	3	3	36.5
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	420.0	-60.5	0	3	3	36.6
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	418.6	-60.4	0	3	3	36.6
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	376.8	-59.5	0	3	3	42.5
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	375.5	-59.5	0	3	3	42.5
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	374.4	-59.5	0	3	3	42.5
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	373.2	-59.4	0	3	3	42.6
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	371.9	-59.4	0	3	3	42.6
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	370.6	-59.4	0	3	3	42.6
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	385.0	-59.7	0	3	3	37.4
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	390.5	-59.8	0	3	3	37.3
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	328.3	-58.3	0	3	3	42.7
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	324.4	-58.2	0	3	3	30.8
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	322.1	-58.2	0	3	3	30.8
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	323.4	-58.2	0	3	3	42.8
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	331.5	-58.4	0	3	3	47.6
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	326.0	-58.3	0	3	3	47.7
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	296.3	-57.4	0	3	3	42.6
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	292.9	-57.3	0	3	3	34.7
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	289.1	-57.2	0	3	3	31.8
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	285.0	-57.1	0	3	3	31.9
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	292.9	-57.3	0	3	3	50.7
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	287.0	-57.2	0	3	3	50.8
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	289.3	-57.2	0	3	3	43.8
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	286.7	-57.1	0	3	3	43.9
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	284.1	-57.1	0	3	3	43.9
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	275.1	-56.8	0	3	3	51.2
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	290.1	-57.3	0	3	3	27.5
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	287.2	-57.2	0	3	3	43.8
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	285.5	-57.1	0	3	3	43.9
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	285.9	-57.1	0	3	3	32.9
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	281.5	-57.0	0	3	3	33.0
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	105.6	-48.5	-10	0	3	53.0
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	289.7	-57.2	0	3	3	20.4
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	272.5	-56.7	0	3	3	20.9
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	242.4	-55.7	0	3	3	21.9
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	227.9	-55.2	0	3	3	22.4
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	182.0	-53.2	-10	3	3	14.4
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	173.8	-52.8	-10	3	3	14.8
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	180.5	-53.1	-10	3	3	14.5
																Total	60.8

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F02	836096.7	817260.6	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	346.1	-58.8	0	3	3	48.2
ASR	C			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	339.8	-58.6	0	3	3	48.4
Day Time ANL	70			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	340.8	-58.6	0	3	3	48.4
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	369.0	-59.3	0	0	3	36.6
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	360.0	-59.1	0	0	3	38.1
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	300.9	-57.6	0	0	3	39.8
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	406.1	-60.2	0	3	3	16.8
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	405.4	-60.2	0	3	3	16.8
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	404.4	-60.1	0	3	3	36.9
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	400.6	-60.1	0	3	3	37.0
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	398.9	-60.0	0	3	3	37.1
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	361.6	-59.2	0	3	3	42.8
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	360.3	-59.1	0	3	3	42.9
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	359.0	-59.1	0	3	3	42.9
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	357.6	-59.1	0	3	3	42.9
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	356.2	-59.0	0	3	3	43.0
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	354.9	-59.0	0	3	3	43.0
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	374.7	-59.5	0	3	3	37.6
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	380.8	-59.6	0	3	3	37.5
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	326.1	-58.3	0	3	3	42.7
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	322.4	-58.2	0	3	3	30.8
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	320.5	-58.1	0	3	3	30.9
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	322.2	-58.2	0	3	3	42.8
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	332.6	-58.4	0	3	3	47.6
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	328.8	-58.3	0	3	3	47.7
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	283.2	-57.0	0	3	3	43.0
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	280.1	-56.9	0	3	3	35.1
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	276.7	-56.8	0	3	3	32.2
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	272.8	-56.7	0	3	3	32.3
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	278.8	-56.9	0	3	3	51.1
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	273.5	-56.7	0	3	3	51.3
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	274.0	-56.8	0	3	3	44.2
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	271.6	-56.7	0	3	3	44.3
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	269.2	-56.6	0	3	3	44.4
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	261.0	-56.3	0	3	3	51.7
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	293.7	-57.4	0	3	3	27.4
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	290.3	-57.3	0	3	3	43.7
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	289.3	-57.2	0	3	3	43.8
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	297.8	-57.5	0	3	3	32.5
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	293.3	-57.3	0	3	3	32.7
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	127.7	-50.1	-10	0	3	51.4
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	266.3	-56.5	0	3	3	21.1
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	249.5	-55.9	0	3	3	21.7
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	220.6	-54.9	0	3	3	22.7
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	207.1	-54.3	0	3	3	23.3
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	151.3	-51.6	-10	3	3	16.0
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	143.4	-51.1	-10	3	3	16.5
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	150.2	-51.5	-10	3	3	16.1
																Total	60.9

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F03	836076.4	817250.9	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	324.2	-58.2	0	3	3	48.8
ASR	C			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	317.9	-58.0	0	3	3	49.0
Day Time ANL	70			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	318.8	-58.1	0	3	3	48.9
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	347.0	-58.8	0	0	3	37.1
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	338.0	-58.6	0	0	3	38.6
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	278.7	-56.9	0	0	3	40.5
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	390.1	-59.8	0	3	3	17.2
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	389.3	-59.8	0	3	3	17.2
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	391.4	-59.9	0	3	3	37.2
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	387.8	-59.8	0	3	3	37.3
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	385.9	-59.7	0	3	3	37.4
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	352.1	-58.9	0	3	3	43.1
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	350.7	-58.9	0	3	3	43.1
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	349.4	-58.9	0	3	3	43.1
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	347.9	-58.8	0	3	3	43.2
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	346.4	-58.8	0	3	3	43.2
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	345.0	-58.8	0	3	3	43.2
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	368.9	-59.3	0	3	3	37.7
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	375.3	-59.5	0	3	3	37.6
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	326.4	-58.3	0	3	3	42.7
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	322.8	-58.2	0	3	3	30.8
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	321.3	-58.1	0	3	3	30.9
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	323.3	-58.2	0	3	3	42.8
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	335.2	-58.5	0	3	3	47.5
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	332.6	-58.4	0	3	3	47.6
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	275.6	-56.8	0	3	3	43.2
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	272.9	-56.7	0	3	3	35.3
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	269.7	-56.6	0	3	3	32.4
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	266.2	-56.5	0	3	3	32.5
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	270.6	-56.6	0	3	3	51.4
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	265.8	-56.5	0	3	3	51.5
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	265.0	-56.5	0	3	3	44.5
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	262.7	-56.4	0	3	3	44.6
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	260.5	-56.3	0	3	3	44.7
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	252.9	-56.1	0	3	3	51.9
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	298.3	-57.5	0	3	3	27.3
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	294.6	-57.4	0	3	3	43.6
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	294.0	-57.4	0	3	3	43.6
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	308.0	-57.8	0	3	3	32.2
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	303.5	-57.6	0	3	3	32.4
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	145.5	-51.3	-10	0	3	50.2
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	250.7	-56.0	0	3	3	21.6
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	234.4	-55.4	0	3	3	22.2
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	206.6	-54.3	0	3	3	23.3
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	194.1	-53.8	0	3	3	23.8
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	129.7	-50.3	-10	3	3	17.3
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	122.2	-49.7	-10	3	3	17.9
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	129.0	-50.2	-10	3	3	17.4
																Total	61.0

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F04	836061.5	817245.7	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	308.5	-57.8	0	3	3	49.2
ASR	C			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	302.3	-57.6	-10	3	3	39.4
Day Time ANL	70			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	303.1	-57.6	-10	3	3	39.4
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	331.3	-58.4	-10	0	3	27.5
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	322.4	-58.2	-10	0	3	29.0
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	263.1	-56.4	-10	0	3	31.0
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	378.1	-59.6	0	3	3	17.4
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	377.2	-59.5	0	3	3	17.5
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	381.5	-59.6	0	3	3	37.5
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	378.0	-59.5	0	3	3	37.5
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	376.0	-59.5	0	3	3	37.6
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	344.7	-58.7	0	3	3	43.3
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	343.2	-58.7	0	3	3	43.3
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	341.9	-58.7	0	3	3	43.3
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	340.3	-58.6	0	3	3	43.4
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	338.8	-58.6	0	3	3	43.4
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	337.3	-58.6	0	3	3	43.4
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	364.0	-59.2	0	3	3	37.9
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	370.7	-59.4	0	3	3	37.7
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	325.9	-58.3	0	3	3	42.7
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	322.4	-58.2	0	3	3	30.8
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	321.1	-58.1	0	3	3	30.9
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	323.3	-58.2	0	3	3	42.8
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	336.3	-58.5	0	3	3	47.5
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	334.5	-58.5	0	3	3	47.5
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	269.7	-56.6	0	3	3	43.4
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	267.2	-56.5	0	3	3	35.5
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	264.3	-56.4	0	3	3	32.6
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	260.9	-56.3	0	3	3	32.7
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	264.3	-56.4	0	3	3	51.6
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	259.8	-56.3	0	3	3	51.7
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	258.0	-56.2	0	3	3	44.8
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	255.9	-56.2	0	3	3	44.8
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	253.9	-56.1	0	3	3	44.9
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	246.7	-55.8	0	3	3	52.2
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	300.9	-57.6	0	3	3	27.2
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	296.9	-57.5	0	3	3	43.5
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	296.7	-57.4	0	3	3	43.6
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	314.4	-58.0	0	3	3	32.0
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	309.9	-57.8	0	3	3	32.2
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	157.9	-52.0	-10	0	3	49.5
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	239.2	-55.6	0	3	3	22.0
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	223.2	-55.0	0	3	3	22.6
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	196.4	-53.9	0	3	3	23.7
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	184.7	-53.3	0	3	3	24.3
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	115.4	-49.2	-10	3	3	18.4
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	108.3	-48.7	-10	3	3	18.9
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	115.1	-49.2	-10	3	3	18.4
																Total	60.5

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F04a	836069.2	817238.0	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	314.5	-58.0	0	3	3	49.0
ASR	C			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	308.3	-57.8	0	3	3	49.2
Day Time ANL	70			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	309.0	-57.8	0	3	3	49.2
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	336.6	-58.5	0	0	3	37.4
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	327.6	-58.3	0	0	3	38.9
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	267.8	-56.6	0	0	3	40.8
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	388.1	-59.8	0	3	3	17.2
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	387.2	-59.8	0	3	3	17.2
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	392.2	-59.9	0	3	3	37.2
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	388.7	-59.8	0	3	3	37.3
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	386.6	-59.7	0	3	3	37.3
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	355.6	-59.0	0	3	3	43.0
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	354.1	-59.0	0	3	3	43.0
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	352.8	-58.9	0	3	3	43.1
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	351.2	-58.9	0	3	3	43.1
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	349.7	-58.9	0	3	3	43.1
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	348.1	-58.8	0	3	3	43.2
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	374.8	-59.5	0	3	3	37.6
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	381.4	-59.6	0	3	3	37.5
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	335.8	-58.5	0	3	3	42.5
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	332.2	-58.4	0	3	3	30.6
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	330.9	-58.4	0	3	3	30.6
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	333.0	-58.4	0	3	3	42.6
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	345.7	-58.8	0	3	3	47.2
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	343.6	-58.7	0	3	3	47.3
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	280.6	-57.0	0	3	3	43.0
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	278.1	-56.9	0	3	3	35.1
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	275.1	-56.8	0	3	3	32.2
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	271.7	-56.7	0	3	3	32.3
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	275.2	-56.8	0	3	3	51.2
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	270.7	-56.6	0	3	3	51.4
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	268.9	-56.6	0	3	3	44.4
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	266.8	-56.5	0	3	3	44.5
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	264.8	-56.5	0	3	3	44.5
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	257.6	-56.2	0	3	3	51.8
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	309.7	-57.8	0	3	3	27.0
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	305.8	-57.7	0	3	3	43.3
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	305.5	-57.7	0	3	3	43.3
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	321.4	-58.1	-10	3	3	21.9
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	316.9	-58.0	-10	3	3	22.0
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	159.9	-52.1	-10	0	3	49.4
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	249.4	-55.9	0	3	3	21.7
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	233.6	-55.4	0	3	3	22.2
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	207.1	-54.3	0	3	3	23.3
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	195.4	-53.8	0	3	3	23.8
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	115.8	-49.3	0	3	3	28.3
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	108.0	-48.7	0	3	3	28.9
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	114.8	-49.2	0	3	3	28.4
																Total	60.9

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F05	836048.1	817244.6	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	295.2	-57.4	-10	3	3	39.6
ASR	C			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	288.9	-57.2	-10	3	3	39.8
Day Time ANL	70			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	289.8	-57.2	-10	3	3	39.8
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	318.3	-58.1	-10	0	3	27.8
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	309.3	-57.8	-10	0	3	29.4
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	250.3	-56.0	-10	0	3	31.4
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	366.1	-59.3	0	3	3	17.7
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	365.1	-59.2	0	3	3	17.8
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	370.9	-59.4	0	3	3	37.7
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	367.4	-59.3	0	3	3	37.8
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	365.3	-59.3	0	3	3	37.8
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	335.9	-58.5	0	3	3	43.5
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	334.4	-58.5	0	3	3	43.5
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	333.0	-58.4	0	3	3	43.6
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	331.4	-58.4	0	3	3	43.6
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	329.8	-58.4	0	3	3	43.6
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	328.2	-58.3	0	3	3	43.7
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	357.1	-59.1	0	3	3	38.0
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	364.0	-59.2	0	3	3	37.9
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	322.6	-58.2	0	3	3	42.8
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	319.1	-58.1	0	3	3	30.9
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	318.1	-58.1	0	3	3	30.9
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	320.4	-58.1	0	3	3	42.9
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	334.3	-58.5	0	3	3	47.5
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	333.2	-58.5	0	3	3	47.5
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	262.2	-56.4	0	3	3	43.6
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	259.9	-56.3	0	3	3	35.7
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	257.1	-56.2	0	3	3	32.8
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	253.9	-56.1	0	3	3	32.9
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	256.4	-56.2	0	3	3	51.8
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	252.3	-56.0	0	3	3	52.0
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	249.7	-55.9	0	3	3	45.1
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	247.7	-55.9	0	3	3	45.1
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	245.8	-55.8	0	3	3	45.2
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	239.0	-55.6	0	3	3	52.4
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	300.3	-57.6	0	3	3	27.2
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	296.2	-57.4	0	3	3	43.6
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	296.2	-57.4	0	3	3	43.6
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	317.2	-58.0	0	3	3	32.0
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	312.7	-57.9	0	3	3	32.1
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	166.9	-52.4	-10	0	3	49.1
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	227.6	-55.1	0	3	3	22.5
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	211.9	-54.5	0	3	3	23.1
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	185.8	-53.4	0	3	3	24.2
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	174.6	-52.8	0	3	3	24.8
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	105.6	-48.5	-10	3	3	19.1
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	99.2	-47.9	-10	3	3	19.7
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	106.0	-48.5	-10	3	3	19.1
																Total	60.4

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F06	836028.5	817243.1	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	275.8	-56.8	-10	3	3	40.2
ASR	C			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	269.5	-56.6	-10	3	3	40.4
Day Time ANL	70			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	270.4	-56.6	-10	3	3	40.4
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	299.3	-57.5	-10	0	3	28.4
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	290.4	-57.3	-10	0	3	29.9
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	231.7	-55.3	-10	0	3	32.1
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	348.7	-58.8	0	3	3	18.2
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	347.7	-58.8	0	3	3	18.2
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	355.6	-59.0	0	3	3	38.1
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	352.3	-58.9	0	3	3	38.1
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	350.1	-58.9	0	3	3	38.2
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	323.6	-58.2	0	3	3	43.8
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	322.0	-58.2	0	3	3	43.8
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	320.5	-58.1	0	3	3	43.9
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	318.9	-58.1	0	3	3	43.9
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	317.3	-58.0	0	3	3	44.0
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	315.6	-58.0	0	3	3	44.0
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	347.7	-58.8	0	3	3	38.3
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	354.8	-59.0	0	3	3	38.1
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	318.7	-58.1	0	3	3	42.9
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	315.4	-58.0	0	3	3	31.0
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	314.7	-58.0	0	3	3	31.0
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	317.3	-58.0	0	3	3	43.0
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	332.4	-58.4	0	3	3	47.6
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	332.4	-58.4	0	3	3	47.6
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	252.1	-56.0	0	3	3	44.0
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	250.1	-56.0	0	3	3	36.0
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	247.6	-55.9	0	3	3	33.1
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	244.7	-55.8	0	3	3	33.2
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	245.8	-55.8	0	3	3	52.2
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	242.1	-55.7	0	3	3	52.3
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	238.4	-55.5	0	3	3	45.5
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	236.6	-55.5	0	3	3	45.5
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	234.8	-55.4	0	3	3	45.6
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	228.7	-55.2	0	3	3	52.8
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	300.5	-57.6	0	3	3	27.2
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	296.1	-57.4	0	3	3	43.6
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	296.6	-57.4	0	3	3	43.6
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	322.2	-58.2	0	3	3	31.8
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	317.7	-58.0	0	3	3	32.0
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	181.0	-53.2	-10	0	3	48.3
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	211.0	-54.5	0	3	3	23.1
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	195.8	-53.8	0	3	3	23.8
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	171.0	-52.7	0	3	3	24.9
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	160.9	-52.1	0	3	3	25.5
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	93.0	-47.4	-10	3	3	20.2
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	88.1	-46.9	-10	3	3	20.7
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	94.6	-47.5	-10	3	3	20.1
																Total	60.6

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F06a	836017.1	817237.8	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	263.5	-56.4	0	3	3	50.6
ASR	C			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	257.2	-56.2	0	3	3	50.8
Day Time ANL	70			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	258.1	-56.2	0	3	3	50.8
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	287.0	-57.2	0	0	3	38.7
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	278.1	-56.9	0	0	3	40.3
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	219.3	-54.8	0	0	3	42.6
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	340.6	-58.6	0	3	3	18.4
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	339.6	-58.6	0	3	3	18.4
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	349.7	-58.9	0	3	3	38.2
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	346.4	-58.8	0	3	3	38.3
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	344.1	-58.7	0	3	3	38.3
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	320.1	-58.1	0	3	3	43.9
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	318.5	-58.1	0	3	3	43.9
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	317.0	-58.0	0	3	3	44.0
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	315.3	-58.0	0	3	3	44.0
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	313.6	-57.9	0	3	3	44.1
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	311.9	-57.9	0	3	3	44.1
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	346.4	-58.8	0	3	3	38.3
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	353.7	-59.0	0	3	3	38.1
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	321.2	-58.1	0	3	3	42.9
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	318.1	-58.1	0	3	3	30.9
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	317.5	-58.0	0	3	3	31.0
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	320.3	-58.1	0	3	3	42.9
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	336.2	-58.5	0	3	3	47.5
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	336.7	-58.5	0	3	3	47.5
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	250.5	-56.0	0	3	3	44.0
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	248.7	-55.9	0	3	3	36.1
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	246.5	-55.8	0	3	3	33.2
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	243.7	-55.7	0	3	3	33.3
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	243.9	-55.7	0	3	3	52.3
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	240.5	-55.6	0	3	3	52.4
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	235.9	-55.5	0	3	3	45.5
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	234.3	-55.4	0	3	3	45.6
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	232.6	-55.3	0	3	3	45.7
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	227.0	-55.1	0	3	3	52.9
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	305.5	-57.7	0	3	3	27.1
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	301.0	-57.6	0	3	3	43.4
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	301.7	-57.6	0	3	3	43.4
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	329.9	-58.4	-10	3	3	21.6
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	325.4	-58.2	-10	3	3	21.8
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	192.5	-53.7	-10	0	3	47.8
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	204.0	-54.2	0	3	3	23.4
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	189.3	-53.5	0	3	3	24.1
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	165.8	-52.4	0	3	3	25.2
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	156.7	-51.9	0	3	3	25.7
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	83.0	-46.4	0	3	3	31.2
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	78.9	-45.9	0	3	3	31.7
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	85.2	-46.6	0	3	3	31.0
																Total	61.8

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F07	836008.0	817241.9	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	255.6	-56.2	-10	3	3	40.8
ASR	C			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	249.3	-55.9	-10	3	3	41.1
Day Time ANL	70			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	250.3	-56.0	-10	3	3	41.0
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	279.7	-56.9	-10	0	3	29.0
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	270.9	-56.7	-10	0	3	30.5
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	212.6	-54.6	-10	0	3	32.8
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	330.6	-58.4	-10	3	3	8.6
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	329.6	-58.4	-10	3	3	8.6
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	340.0	-58.6	-10	3	3	28.5
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	336.8	-58.5	-10	3	3	28.5
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	334.4	-58.5	-10	3	3	28.6
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	311.2	-57.9	0	3	3	44.1
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	309.6	-57.8	0	3	3	44.2
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	308.1	-57.8	0	3	3	44.2
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	306.3	-57.7	0	3	3	44.3
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	304.6	-57.7	0	3	3	44.3
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	302.9	-57.6	0	3	3	44.4
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	338.4	-58.6	0	3	3	38.5
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	345.9	-58.8	0	3	3	38.3
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	315.5	-58.0	0	3	3	43.0
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	312.4	-57.9	0	3	3	31.1
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	312.0	-57.9	0	3	3	31.1
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	314.8	-58.0	0	3	3	43.0
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	331.2	-58.4	0	3	3	47.6
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	332.3	-58.4	0	3	3	47.6
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	242.4	-55.7	0	3	3	44.3
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	240.8	-55.6	0	3	3	36.4
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	238.6	-55.6	0	3	3	33.4
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	236.0	-55.5	0	3	3	33.5
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	235.6	-55.4	0	3	3	52.6
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	232.5	-55.3	0	3	3	52.7
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	227.5	-55.1	0	3	3	45.9
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	225.9	-55.1	0	3	3	45.9
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	224.3	-55.0	0	3	3	46.0
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	218.9	-54.8	0	3	3	53.2
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	301.6	-57.6	0	3	3	27.2
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	297.0	-57.5	0	3	3	43.5
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	297.9	-57.5	0	3	3	43.5
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	328.2	-58.3	0	3	3	31.7
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	323.7	-58.2	0	3	3	31.8
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	196.4	-53.9	-10	0	3	47.6
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	194.1	-53.8	0	3	3	23.8
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	179.6	-53.1	0	3	3	24.5
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	156.4	-51.9	0	3	3	25.7
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	147.6	-51.4	0	3	3	26.2
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	83.2	-46.4	-10	3	3	21.2
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	80.4	-46.1	-10	3	3	21.5
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	86.4	-46.7	-10	3	3	20.9
																Total	60.8

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F08	835979.6	817234.0	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	226.2	-55.1	0	3	3	51.9
ASR	C			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	219.9	-54.8	0	3	3	52.2
Day Time ANL	70			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	220.9	-54.9	0	3	3	52.1
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	250.7	-56.0	0	0	3	39.9
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	241.9	-55.7	0	0	3	41.5
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	184.0	-53.3	0	0	3	44.1
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	309.2	-57.8	0	3	3	19.2
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	308.0	-57.8	0	3	3	19.2
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	323.4	-58.2	0	3	3	38.9
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	320.5	-58.1	0	3	3	39.0
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	317.8	-58.0	0	3	3	39.0
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	300.8	-57.6	0	3	3	44.4
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	299.0	-57.5	0	3	3	44.5
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	297.4	-57.5	0	3	3	44.5
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	295.6	-57.4	0	3	3	44.6
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	293.8	-57.4	0	3	3	44.6
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	291.9	-57.3	0	3	3	44.7
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	333.0	-58.4	0	3	3	38.6
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	340.9	-58.7	0	3	3	38.4
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	319.5	-58.1	0	3	3	42.9
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	316.7	-58.0	0	3	3	31.0
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	316.8	-58.0	0	3	3	31.0
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	319.9	-58.1	0	3	3	42.9
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	338.0	-58.6	0	3	3	47.4
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	340.5	-58.6	0	3	3	47.4
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	237.1	-55.5	0	3	3	44.5
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	236.1	-55.5	0	3	3	36.5
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	234.5	-55.4	0	3	3	33.6
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	232.4	-55.3	0	3	3	33.7
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	229.6	-55.2	0	3	3	52.8
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	227.4	-55.1	0	3	3	52.9
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	220.3	-54.9	0	3	3	46.1
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	219.0	-54.8	0	3	3	46.2
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	217.8	-54.8	0	3	3	46.2
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	213.8	-54.6	0	3	3	53.4
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	311.7	-57.9	-10	3	3	16.9
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	306.9	-57.7	-10	3	3	33.3
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	308.3	-57.8	-10	3	3	33.2
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	344.3	-58.7	-10	3	3	21.3
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	339.9	-58.6	-10	3	3	21.4
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	222.9	-55.0	-10	0	3	46.5
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	176.0	-52.9	0	3	3	24.7
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	163.0	-52.2	0	3	3	25.4
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	143.7	-51.1	0	3	3	26.5
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	137.7	-50.8	0	3	3	26.8
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	70.7	-45.0	0	3	3	32.6
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	71.7	-45.1	0	3	3	32.5
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	76.1	-45.6	0	3	3	32.0
																Total	62.3

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F09	835997.1	817221.6	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	240.7	-55.6	0	3	3	51.4
ASR	C			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	234.5	-55.4	0	3	3	51.6
Day Time ANL	70			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	235.1	-55.4	0	3	3	51.6
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	263.6	-56.4	0	0	3	39.5
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	254.6	-56.1	0	0	3	41.1
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	195.3	-53.8	0	0	3	43.6
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	330.5	-58.4	0	3	3	18.6
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	329.3	-58.4	0	3	3	18.6
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	344.6	-58.7	-10	3	3	28.3
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	341.7	-58.7	-10	3	3	28.4
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	339.0	-58.6	-10	3	3	28.5
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	320.8	-58.1	-10	3	3	33.9
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	319.1	-58.1	-10	3	3	33.9
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	317.5	-58.0	-10	3	3	34.0
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	315.7	-58.0	-10	3	3	34.0
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	314.0	-57.9	-10	3	3	34.1
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	312.1	-57.9	-10	3	3	34.1
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	351.5	-58.9	-10	3	3	28.2
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	359.2	-59.1	-10	3	3	28.0
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	333.8	-58.5	-10	3	3	32.5
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	330.8	-58.4	-10	3	3	20.6
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	330.6	-58.4	-10	3	3	20.6
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	333.6	-58.5	-10	3	3	32.5
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	350.8	-58.9	-10	3	3	37.1
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	352.4	-58.9	-10	3	3	37.1
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	255.5	-56.1	-10	3	3	33.9
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	254.2	-56.1	-10	3	3	25.9
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	252.4	-56.0	-10	3	3	23.0
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	250.1	-56.0	-10	3	3	23.0
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	248.2	-55.9	-10	3	3	42.1
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	245.6	-55.8	-10	3	3	42.2
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	239.3	-55.6	-10	3	3	35.4
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	237.9	-55.5	-10	3	3	35.5
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	236.6	-55.5	-10	3	3	35.5
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	232.1	-55.3	-10	3	3	42.7
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	322.4	-58.2	-10	3	3	16.6
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	317.7	-58.0	-10	3	3	33.0
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	318.8	-58.1	-10	3	3	32.9
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	350.7	-58.9	-10	3	3	21.1
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	346.2	-58.8	-10	3	3	21.2
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	217.8	-54.8	-10	0	3	46.7
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	197.3	-53.9	-10	3	3	13.7
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	184.1	-53.3	-10	3	3	14.3
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	164.1	-52.3	-10	3	3	15.3
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	157.3	-51.9	-10	3	3	15.7
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	60.8	-43.7	0	3	3	33.9
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	58.8	-43.4	0	3	3	34.2
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	64.4	-44.2	0	3	3	33.4
																Total	58.0

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F10	836040.7	817220.0	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	283.6	-57.1	0	3	3	49.9
ASR	B			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	277.4	-56.9	0	3	3	50.1
Day Time ANL	65			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	277.9	-56.9	0	3	3	50.1
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	305.0	-57.7	0	0	3	38.2
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	296.0	-57.4	0	0	3	39.8
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	235.8	-55.5	0	0	3	41.9
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	369.7	-59.4	-10	3	3	7.6
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	368.6	-59.3	-10	3	3	7.7
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	379.3	-59.6	-10	3	3	27.5
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	376.0	-59.5	-10	3	3	27.6
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	373.7	-59.4	-10	3	3	27.6
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	349.0	-58.9	-10	3	3	33.1
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	347.4	-58.8	-10	3	3	33.2
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	345.9	-58.8	-10	3	3	33.2
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	344.3	-58.7	-10	3	3	33.3
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	342.6	-58.7	-10	3	3	33.3
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	340.9	-58.7	-10	3	3	33.3
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	373.8	-59.5	-10	3	3	27.6
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	380.9	-59.6	-10	3	3	27.5
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	344.1	-58.7	-10	3	3	32.3
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	340.8	-58.6	-10	3	3	20.4
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	339.9	-58.6	-10	3	3	20.4
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	342.4	-58.7	-10	3	3	32.3
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	357.1	-59.1	-10	3	3	36.9
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	356.6	-59.0	-10	3	3	37.0
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	278.1	-56.9	-10	3	3	33.1
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	276.1	-56.8	-10	3	3	25.2
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	273.7	-56.7	-10	3	3	22.3
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	270.8	-56.7	-10	3	3	22.3
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	271.8	-56.7	-10	3	3	41.3
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	268.1	-56.6	-10	3	3	41.4
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	264.2	-56.4	-10	3	3	34.6
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	262.4	-56.4	-10	3	3	34.6
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	260.7	-56.3	-10	3	3	34.7
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	254.7	-56.1	-10	3	3	41.9
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	324.1	-58.2	-10	3	3	16.6
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	319.9	-58.1	-10	3	3	32.9
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	320.1	-58.1	-10	3	3	32.9
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	342.6	-58.7	-10	3	3	21.3
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	338.1	-58.6	-10	3	3	21.4
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	190.1	-53.6	-10	0	3	47.9
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	233.5	-55.4	-10	3	3	12.2
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	218.9	-54.8	-10	3	3	12.8
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	195.2	-53.8	-10	3	3	13.8
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	185.8	-53.4	-10	3	3	14.2
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	82.8	-46.4	0	3	3	31.2
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	75.5	-45.6	0	3	3	32.0
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	82.3	-46.3	0	3	3	31.3
																Total	56.9

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F11	836087.0	817228.4	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	330.5	-58.4	-10	3	3	38.6
ASR	B			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	324.4	-58.2	-10	3	3	38.8
Day Time ANL	65			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	324.8	-58.2	-10	3	3	38.8
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	351.6	-58.9	-10	0	3	27.0
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	342.5	-58.7	-10	0	3	28.5
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	282.1	-57.0	-10	0	3	30.4
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	408.2	-60.2	-10	3	3	6.8
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	407.3	-60.2	-10	3	3	6.8
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	412.3	-60.3	-10	3	3	26.8
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	408.8	-60.2	-10	3	3	26.9
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	406.8	-60.2	-10	3	3	26.9
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	375.1	-59.5	-10	3	3	32.5
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	373.7	-59.4	-10	3	3	32.6
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	372.3	-59.4	-10	3	3	32.6
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	370.8	-59.4	-10	3	3	32.6
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	369.3	-59.3	-10	3	3	32.7
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	367.8	-59.3	-10	3	3	32.7
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	393.2	-59.9	-10	3	3	27.2
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	399.7	-60.0	-10	3	3	27.0
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	351.2	-58.9	-10	3	3	32.1
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	347.6	-58.8	-10	3	3	20.2
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	346.1	-58.8	-10	3	3	20.2
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	348.1	-58.8	-10	3	3	32.2
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	359.9	-59.1	-10	3	3	36.9
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	357.0	-59.1	-10	3	3	36.9
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	299.5	-57.5	-10	3	3	32.5
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	296.8	-57.5	-10	3	3	24.6
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	293.8	-57.4	-10	3	3	21.6
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	290.3	-57.3	-10	3	3	21.7
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	294.2	-57.4	-10	3	3	40.6
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	289.6	-57.2	-10	3	3	40.8
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	288.2	-57.2	-10	3	3	33.8
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	286.1	-57.1	-10	3	3	33.9
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	284.0	-57.1	-10	3	3	33.9
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	276.6	-56.8	-10	3	3	41.2
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	322.5	-58.2	-10	3	3	16.6
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	318.8	-58.1	-10	3	3	32.9
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	318.1	-58.1	-10	3	3	32.9
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	330.0	-58.4	-10	3	3	21.6
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	325.5	-58.3	-10	3	3	21.7
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	159.6	-52.1	-10	0	3	49.4
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	269.6	-56.6	-10	3	3	11.0
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	253.8	-56.1	-10	3	3	11.5
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	227.2	-55.1	-10	3	3	12.5
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	215.4	-54.7	-10	3	3	12.9
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	124.7	-49.9	0	3	3	27.7
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	115.9	-49.3	0	3	3	28.3
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	122.5	-49.8	0	3	3	27.8
																Total	52.8

Detailed Calculations for Industrial Noise Assessment (Day & Evening Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F12	836127.4	817247.6	50.2	MOA_C1	HKMOA Chiller	835760.2	817180.5	37.8	1	101.0	101.0	373.5	-59.4	-10	3	3	37.6
ASR	B			MOA_C2	HKMOA Chiller	835766.0	817183.1	37.8	1	101.0	101.0	367.3	-59.3	-10	3	3	37.7
Day Time ANL	65			MOA_C3	HKMOA Chiller	835766.4	817177.6	37.8	1	101.0	101.0	367.9	-59.3	-10	3	3	37.7
				MOA_Lv1	HKMOA Louver	835746.4	817153.6	5.3	1	92.9	92.9	395.0	-59.9	-10	0	3	26.0
				MOA_LV2	HKMOA Louver	835755.7	817154.4	5.3	1	94.2	94.2	385.9	-59.7	-10	0	3	27.5
				MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	325.8	-58.3	-10	0	3	29.1
				PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	439.3	-60.9	-10	3	3	6.1
				PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	438.6	-60.8	-10	3	3	6.2
				PT_1	Prestige Tower Cooling Tower	835740.2	817451.2	44.6	1	91.1	91.1	437.6	-60.8	-10	3	3	26.3
				PT_2	Prestige Tower Cooling Tower	835744.8	817451.9	44.6	1	91.1	91.1	433.8	-60.7	-10	3	3	26.3
				PT_3	Prestige Tower Cooling Tower	835744.3	817447.5	44.6	1	91.1	91.1	432.1	-60.7	-10	3	3	26.4
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	393.8	-59.9	-10	3	3	32.1
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	392.5	-59.9	-10	3	3	32.1
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	391.3	-59.9	-10	3	3	32.1
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	390.0	-59.8	-10	3	3	32.2
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	388.6	-59.8	-10	3	3	32.2
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	387.3	-59.8	-10	3	3	32.2
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	405.2	-60.2	-10	3	3	26.9
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	411.0	-60.3	-10	3	3	26.8
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	352.1	-58.9	-10	3	3	32.1
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	348.3	-58.8	-10	3	3	20.2
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	346.1	-58.8	-10	3	3	20.2
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	347.5	-58.8	-10	3	3	32.2
				CFC_1	CFC Tower Chiller	835979.9	817571.3	70.2	1	100.0	100.0	356.4	-59.0	-10	3	3	37.0
				CFC_2	CFC Tower Chiller	835997.4	817573.4	70.2	1	100.0	100.0	351.4	-58.9	-10	3	3	37.1
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	314.7	-58.0	-10	3	3	32.0
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	311.5	-57.9	-10	3	3	24.1
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	307.9	-57.8	-10	3	3	21.2
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	304.0	-57.7	-10	3	3	21.3
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	310.6	-57.8	-10	3	3	40.2
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	305.1	-57.7	-10	3	3	40.3
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	306.3	-57.7	-10	3	3	33.3
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	303.8	-57.7	-10	3	3	33.3
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	301.3	-57.6	-10	3	3	33.4
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	292.8	-57.3	-10	3	3	40.7
				8MA_1	8 Minden Avenue VRV	836017.6	817542.0	21.3	3	74.0	78.8	315.6	-58.0	-10	3	3	16.8
				8MA_2a	8 Minden Avenue Chiller	836014.5	817537.5	21.3	1	95.0	95.0	312.5	-57.9	-10	3	3	33.1
				8MA_2b	8 Minden Avenue Chiller	836020.5	817538.2	21.3	1	95.0	95.0	311.0	-57.9	-10	3	3	33.1
				EYS_1	Eu Yan Sang Tower Chiller	836095.2	817557.6	72.0	1	84.0	84.0	312.4	-57.9	-10	3	3	22.1
				EYS_2	Eu Yan Sang Tower Chiller	836094.5	817553.1	72.0	1	84.0	84.0	308.1	-57.8	-10	3	3	22.2
				K11_Lv	K11 Atelier Louver	836153.2	817368.3	11.5	1	108.5	108.5	129.4	-50.2	-10	0	3	51.3
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	299.5	-57.5	-10	3	3	10.1
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	282.7	-57.0	-10	3	3	10.6
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	253.9	-56.1	-10	3	3	11.5
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	240.3	-55.6	-10	3	3	12.0
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	169.1	-52.6	0	3	3	25.0
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	160.1	-52.1	0	3	3	25.5
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	166.7	-52.4	0	3	3	25.2
																Total	53.5

Summary Result Table of Industrial Noise Assessment (dB(A), Leq-30mins)

Night time Base-Case Scenario

Floor\NSR	mPD	F01	F02	F03	F04	F04a	F05	F06	F06a	F07	F08	F09	F10	F11	F12
21	95.3	58	58	59	-	58	-	-	-	-	-	-	-	48	48
20	91.5	58	58	59	-	58	-	-	-	-	-	-	-	48	48
19	87.8	58	58	59	-	58	-	-	-	-	-	-	-	48	48
18	84.1	58	58	59	-	59	-	-	-	-	-	-	-	48	48
17	80.4	58	58	59	-	59	-	-	-	-	-	-	-	48	48
16	76.7	58	58	59	59	-	59	59	60	-	-	-	50	48	48
15	73.4	58	58	59	59	-	59	59	60	-	-	-	50	48	48
14	70.1	58	58	59	59	-	59	59	60	-	-	-	50	48	48
13	66.8	58	58	59	-	59	59	59	60	-	-	-	50	48	48
12	63.5	58	58	59	-	59	59	59	60	-	-	-	50	48	48
11	60.2	58	58	59	-	59	59	59	60	-	-	-	50	48	48
10	56.4	58	58	59	59	59	59	59	-	60	60	51	50	48	48
9	52.8	58	58	59	59	59	59	59	-	60	60	51	50	48	48
8	49.0	58	58	59	59	59	59	59	-	60	60	51	50	48	48
Max. Noise Level, dB(A)	-	58	58	59	59	59	59	59	60	60	60	51	50	48	48
Area Sensitive Rating	-	**C**	**C**	**C**	**C**	**C**	**C**	**C**	**C**	**C**	**C**	**C**	**B**	**B**	**B**
Acceptable Noise Level, dB(A)	-	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**55**	**55**	**55**

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F01	836125.3	817274.1	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	332.1	-58.4	0	0	3	39.0
ASR	C			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	429.6	-60.7	0	3	3	16.3
Night Time ANL	60			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	429.0	-60.6	0	3	3	16.4
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	376.8	-59.5	0	3	3	42.5
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	375.5	-59.5	0	3	3	42.5
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	374.4	-59.5	0	3	3	42.5
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	373.2	-59.4	0	3	3	42.6
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	371.9	-59.4	0	3	3	42.6
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	370.6	-59.4	0	3	3	42.6
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	385.0	-59.7	0	3	3	37.4
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	390.5	-59.8	0	3	3	37.3
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	328.3	-58.3	0	3	3	42.7
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	324.4	-58.2	0	3	3	30.8
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	322.1	-58.2	0	3	3	30.8
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	323.4	-58.2	0	3	3	42.8
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	296.3	-57.4	0	3	3	42.6
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	292.9	-57.3	0	3	3	34.7
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	289.1	-57.2	0	3	3	31.8
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	285.0	-57.1	0	3	3	31.9
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	292.9	-57.3	0	3	3	50.7
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	287.0	-57.2	0	3	3	50.8
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	289.3	-57.2	0	3	3	43.8
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	286.7	-57.1	0	3	3	43.9
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	284.1	-57.1	0	3	3	43.9
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	275.1	-56.8	0	3	3	51.2
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	289.7	-57.2	0	3	3	20.4
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	272.5	-56.7	0	3	3	20.9
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	242.4	-55.7	0	3	3	21.9
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	227.9	-55.2	0	3	3	22.4
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	182.0	-53.2	-10	3	3	14.4
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	173.8	-52.8	-10	3	3	14.8
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	180.5	-53.1	-10	3	3	14.5
																Total	58.0

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F02	836096.7	817260.6	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	300.9	-57.6	0	0	3	39.8
ASR	C			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	406.1	-60.2	0	3	3	16.8
Night Time ANL	60			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	405.4	-60.2	0	3	3	16.8
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	361.6	-59.2	0	3	3	42.8
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	360.3	-59.1	0	3	3	42.9
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	359.0	-59.1	0	3	3	42.9
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	357.6	-59.1	0	3	3	42.9
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	356.2	-59.0	0	3	3	43.0
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	354.9	-59.0	0	3	3	43.0
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	374.7	-59.5	0	3	3	37.6
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	380.8	-59.6	0	3	3	37.5
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	326.1	-58.3	0	3	3	42.7
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	322.4	-58.2	0	3	3	30.8
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	320.5	-58.1	0	3	3	30.9
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	322.2	-58.2	0	3	3	42.8
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	283.2	-57.0	0	3	3	43.0
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	280.1	-56.9	0	3	3	35.1
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	276.7	-56.8	0	3	3	32.2
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	272.8	-56.7	0	3	3	32.3
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	278.8	-56.9	0	3	3	51.1
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	273.5	-56.7	0	3	3	51.3
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	274.0	-56.8	0	3	3	44.2
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	271.6	-56.7	0	3	3	44.3
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	269.2	-56.6	0	3	3	44.4
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	261.0	-56.3	0	3	3	51.7
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	266.3	-56.5	0	3	3	21.1
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	249.5	-55.9	0	3	3	21.7
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	220.6	-54.9	0	3	3	22.7
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	207.1	-54.3	0	3	3	23.3
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	151.3	-51.6	-10	3	3	16.0
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	143.4	-51.1	-10	3	3	16.5
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	150.2	-51.5	-10	3	3	16.1
																Total	58.4

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F03	836076.4	817250.9	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	278.7	-56.9	0	0	3	40.5
ASR	C			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	390.1	-59.8	0	3	3	17.2
Night Time ANL	60			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	389.3	-59.8	0	3	3	17.2
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	352.1	-58.9	0	3	3	43.1
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	350.7	-58.9	0	3	3	43.1
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	349.4	-58.9	0	3	3	43.1
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	347.9	-58.8	0	3	3	43.2
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	346.4	-58.8	0	3	3	43.2
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	345.0	-58.8	0	3	3	43.2
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	368.9	-59.3	0	3	3	37.7
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	375.3	-59.5	0	3	3	37.6
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	326.4	-58.3	0	3	3	42.7
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	322.8	-58.2	0	3	3	30.8
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	321.3	-58.1	0	3	3	30.9
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	323.3	-58.2	0	3	3	42.8
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	275.6	-56.8	0	3	3	43.2
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	272.9	-56.7	0	3	3	35.3
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	269.7	-56.6	0	3	3	32.4
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	266.2	-56.5	0	3	3	32.5
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	270.6	-56.6	0	3	3	51.4
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	265.8	-56.5	0	3	3	51.5
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	265.0	-56.5	0	3	3	44.5
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	262.7	-56.4	0	3	3	44.6
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	260.5	-56.3	0	3	3	44.7
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	252.9	-56.1	0	3	3	51.9
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	250.7	-56.0	0	3	3	21.6
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	234.4	-55.4	0	3	3	22.2
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	206.6	-54.3	0	3	3	23.3
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	194.1	-53.8	0	3	3	23.8
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	129.7	-50.3	-10	3	3	17.3
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	122.2	-49.7	-10	3	3	17.9
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	129.0	-50.2	-10	3	3	17.4
																Total	58.7

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F04	836061.5	817245.7	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	263.1	-56.4	-10	0	3	31.0
ASR	C			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	378.1	-59.6	0	3	3	17.4
Night Time ANL	60			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	377.2	-59.5	0	3	3	17.5
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	344.7	-58.7	0	3	3	43.3
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	343.2	-58.7	0	3	3	43.3
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	341.9	-58.7	0	3	3	43.3
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	340.3	-58.6	0	3	3	43.4
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	338.8	-58.6	0	3	3	43.4
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	337.3	-58.6	0	3	3	43.4
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	364.0	-59.2	0	3	3	37.9
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	370.7	-59.4	0	3	3	37.7
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	325.9	-58.3	0	3	3	42.7
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	322.4	-58.2	0	3	3	30.8
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	321.1	-58.1	0	3	3	30.9
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	323.3	-58.2	0	3	3	42.8
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	269.7	-56.6	0	3	3	43.4
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	267.2	-56.5	0	3	3	35.5
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	264.3	-56.4	0	3	3	32.6
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	260.9	-56.3	0	3	3	32.7
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	264.3	-56.4	0	3	3	51.6
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	259.8	-56.3	0	3	3	51.7
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	258.0	-56.2	0	3	3	44.8
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	255.9	-56.2	0	3	3	44.8
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	253.9	-56.1	0	3	3	44.9
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	246.7	-55.8	0	3	3	52.2
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	239.2	-55.6	0	3	3	22.0
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	223.2	-55.0	0	3	3	22.6
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	196.4	-53.9	0	3	3	23.7
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	184.7	-53.3	0	3	3	24.3
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	115.4	-49.2	-10	3	3	18.4
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	108.3	-48.7	-10	3	3	18.9
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	115.1	-49.2	-10	3	3	18.4
																Total	58.8

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F04a	836069.2	817238.0	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	267.8	-56.6	0	0	3	40.8
ASR	C			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	388.1	-59.8	0	3	3	17.2
Night Time ANL	60			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	387.2	-59.8	0	3	3	17.2
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	355.6	-59.0	0	3	3	43.0
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	354.1	-59.0	0	3	3	43.0
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	352.8	-58.9	0	3	3	43.1
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	351.2	-58.9	0	3	3	43.1
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	349.7	-58.9	0	3	3	43.1
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	348.1	-58.8	0	3	3	43.2
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	374.8	-59.5	0	3	3	37.6
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	381.4	-59.6	0	3	3	37.5
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	335.8	-58.5	0	3	3	42.5
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	332.2	-58.4	0	3	3	30.6
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	330.9	-58.4	0	3	3	30.6
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	333.0	-58.4	0	3	3	42.6
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	280.6	-57.0	0	3	3	43.0
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	278.1	-56.9	0	3	3	35.1
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	275.1	-56.8	0	3	3	32.2
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	271.7	-56.7	0	3	3	32.3
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	275.2	-56.8	0	3	3	51.2
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	270.7	-56.6	0	3	3	51.4
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	268.9	-56.6	0	3	3	44.4
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	266.8	-56.5	0	3	3	44.5
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	264.8	-56.5	0	3	3	44.5
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	257.6	-56.2	0	3	3	51.8
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	249.4	-55.9	0	3	3	21.7
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	233.6	-55.4	0	3	3	22.2
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	207.1	-54.3	0	3	3	23.3
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	195.4	-53.8	0	3	3	23.8
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	115.8	-49.3	0	3	3	28.3
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	108.0	-48.7	0	3	3	28.9
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	114.8	-49.2	0	3	3	28.4
																Total	58.6

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F05	836048.1	817244.6	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	250.3	-56.0	-10	0	3	31.4
ASR	C			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	366.1	-59.3	0	3	3	17.7
Night Time ANL	60			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	365.1	-59.2	0	3	3	17.8
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	335.9	-58.5	0	3	3	43.5
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	334.4	-58.5	0	3	3	43.5
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	333.0	-58.4	0	3	3	43.6
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	331.4	-58.4	0	3	3	43.6
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	329.8	-58.4	0	3	3	43.6
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	328.2	-58.3	0	3	3	43.7
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	357.1	-59.1	0	3	3	38.0
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	364.0	-59.2	0	3	3	37.9
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	322.6	-58.2	0	3	3	42.8
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	319.1	-58.1	0	3	3	30.9
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	318.1	-58.1	0	3	3	30.9
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	320.4	-58.1	0	3	3	42.9
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	262.2	-56.4	0	3	3	43.6
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	259.9	-56.3	0	3	3	35.7
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	257.1	-56.2	0	3	3	32.8
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	253.9	-56.1	0	3	3	32.9
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	256.4	-56.2	0	3	3	51.8
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	252.3	-56.0	0	3	3	52.0
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	249.7	-55.9	0	3	3	45.1
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	247.7	-55.9	0	3	3	45.1
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	245.8	-55.8	0	3	3	45.2
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	239.0	-55.6	0	3	3	52.4
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	227.6	-55.1	0	3	3	22.5
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	211.9	-54.5	0	3	3	23.1
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	185.8	-53.4	0	3	3	24.2
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	174.6	-52.8	0	3	3	24.8
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	105.6	-48.5	-10	3	3	19.1
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	99.2	-47.9	-10	3	3	19.7
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	106.0	-48.5	-10	3	3	19.1
																Total	59.1

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F06	836028.5	817243.1	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	231.7	-55.3	-10	0	3	32.1
ASR	C			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	348.7	-58.8	0	3	3	18.2
Night Time ANL	60			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	347.7	-58.8	0	3	3	18.2
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	323.6	-58.2	0	3	3	43.8
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	322.0	-58.2	0	3	3	43.8
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	320.5	-58.1	0	3	3	43.9
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	318.9	-58.1	0	3	3	43.9
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	317.3	-58.0	0	3	3	44.0
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	315.6	-58.0	0	3	3	44.0
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	347.7	-58.8	0	3	3	38.3
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	354.8	-59.0	0	3	3	38.1
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	318.7	-58.1	0	3	3	42.9
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	315.4	-58.0	0	3	3	31.0
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	314.7	-58.0	0	3	3	31.0
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	317.3	-58.0	0	3	3	43.0
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	252.1	-56.0	0	3	3	44.0
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	250.1	-56.0	0	3	3	36.0
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	247.6	-55.9	0	3	3	33.1
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	244.7	-55.8	0	3	3	33.2
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	245.8	-55.8	0	3	3	52.2
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	242.1	-55.7	0	3	3	52.3
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	238.4	-55.5	0	3	3	45.5
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	236.6	-55.5	0	3	3	45.5
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	234.8	-55.4	0	3	3	45.6
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	228.7	-55.2	0	3	3	52.8
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	211.0	-54.5	0	3	3	23.1
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	195.8	-53.8	0	3	3	23.8
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	171.0	-52.7	0	3	3	24.9
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	160.9	-52.1	0	3	3	25.5
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	93.0	-47.4	-10	3	3	20.2
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	88.1	-46.9	-10	3	3	20.7
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	94.6	-47.5	-10	3	3	20.1
																Total	59.4

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F06a	836017.1	817237.8	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	219.3	-54.8	0	0	3	42.6
ASR	C			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	340.6	-58.6	0	3	3	18.4
Night Time ANL	60			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	339.6	-58.6	0	3	3	18.4
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	320.1	-58.1	0	3	3	43.9
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	318.5	-58.1	0	3	3	43.9
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	317.0	-58.0	0	3	3	44.0
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	315.3	-58.0	0	3	3	44.0
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	313.6	-57.9	0	3	3	44.1
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	311.9	-57.9	0	3	3	44.1
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	346.4	-58.8	0	3	3	38.3
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	353.7	-59.0	0	3	3	38.1
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	321.2	-58.1	0	3	3	42.9
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	318.1	-58.1	0	3	3	30.9
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	317.5	-58.0	0	3	3	31.0
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	320.3	-58.1	0	3	3	42.9
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	250.5	-56.0	0	3	3	44.0
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	248.7	-55.9	0	3	3	36.1
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	246.5	-55.8	0	3	3	33.2
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	243.7	-55.7	0	3	3	33.3
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	243.9	-55.7	0	3	3	52.3
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	240.5	-55.6	0	3	3	52.4
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	235.9	-55.5	0	3	3	45.5
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	234.3	-55.4	0	3	3	45.6
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	232.6	-55.3	0	3	3	45.7
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	227.0	-55.1	0	3	3	52.9
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	204.0	-54.2	0	3	3	23.4
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	189.3	-53.5	0	3	3	24.1
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	165.8	-52.4	0	3	3	25.2
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	156.7	-51.9	0	3	3	25.7
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	83.0	-46.4	0	3	3	31.2
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	78.9	-45.9	0	3	3	31.7
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	85.2	-46.6	0	3	3	31.0
																Total	59.6

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F07	836008.0	817241.9	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	212.6	-54.6	-10	0	3	32.8
ASR	C			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	330.6	-58.4	-10	3	3	8.6
Night Time ANL	60			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	329.6	-58.4	-10	3	3	8.6
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	311.2	-57.9	0	3	3	44.1
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	309.6	-57.8	0	3	3	44.2
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	308.1	-57.8	0	3	3	44.2
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	306.3	-57.7	0	3	3	44.3
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	304.6	-57.7	0	3	3	44.3
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	302.9	-57.6	0	3	3	44.4
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	338.4	-58.6	0	3	3	38.5
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	345.9	-58.8	0	3	3	38.3
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	315.5	-58.0	0	3	3	43.0
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	312.4	-57.9	0	3	3	31.1
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	312.0	-57.9	0	3	3	31.1
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	314.8	-58.0	0	3	3	43.0
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	242.4	-55.7	0	3	3	44.3
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	240.8	-55.6	0	3	3	36.4
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	238.6	-55.6	0	3	3	33.4
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	236.0	-55.5	0	3	3	33.5
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	235.6	-55.4	0	3	3	52.6
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	232.5	-55.3	0	3	3	52.7
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	227.5	-55.1	0	3	3	45.9
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	225.9	-55.1	0	3	3	45.9
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	224.3	-55.0	0	3	3	46.0
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	218.9	-54.8	0	3	3	53.2
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	194.1	-53.8	0	3	3	23.8
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	179.6	-53.1	0	3	3	24.5
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	156.4	-51.9	0	3	3	25.7
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	147.6	-51.4	0	3	3	26.2
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	83.2	-46.4	-10	3	3	21.2
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	80.4	-46.1	-10	3	3	21.5
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	86.4	-46.7	-10	3	3	20.9
																Total	59.8

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F08	835979.6	817234.0	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	184.0	-53.3	0	0	3	44.1
ASR	C			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	309.2	-57.8	0	3	3	19.2
Night Time ANL	60			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	308.0	-57.8	0	3	3	19.2
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	300.8	-57.6	0	3	3	44.4
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	299.0	-57.5	0	3	3	44.5
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	297.4	-57.5	0	3	3	44.5
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	295.6	-57.4	0	3	3	44.6
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	293.8	-57.4	0	3	3	44.6
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	291.9	-57.3	0	3	3	44.7
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	333.0	-58.4	0	3	3	38.6
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	340.9	-58.7	0	3	3	38.4
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	319.5	-58.1	0	3	3	42.9
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	316.7	-58.0	0	3	3	31.0
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	316.8	-58.0	0	3	3	31.0
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	319.9	-58.1	0	3	3	42.9
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	237.1	-55.5	0	3	3	44.5
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	236.1	-55.5	0	3	3	36.5
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	234.5	-55.4	0	3	3	33.6
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	232.4	-55.3	0	3	3	33.7
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	229.6	-55.2	0	3	3	52.8
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	227.4	-55.1	0	3	3	52.9
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	220.3	-54.9	0	3	3	46.1
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	219.0	-54.8	0	3	3	46.2
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	217.8	-54.8	0	3	3	46.2
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	213.8	-54.6	0	3	3	53.4
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	176.0	-52.9	0	3	3	24.7
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	163.0	-52.2	0	3	3	25.4
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	143.7	-51.1	0	3	3	26.5
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	137.7	-50.8	0	3	3	26.8
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	70.7	-45.0	0	3	3	32.6
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	71.7	-45.1	0	3	3	32.5
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	76.1	-45.6	0	3	3	32.0
																Total	60.1

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F09	835997.1	817221.6	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	195.3	-53.8	0	0	3	43.6
ASR	C			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	330.5	-58.4	0	3	3	18.6
Night Time ANL	60			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	329.3	-58.4	0	3	3	18.6
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	320.8	-58.1	-10	3	3	33.9
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	319.1	-58.1	-10	3	3	33.9
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	317.5	-58.0	-10	3	3	34.0
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	315.7	-58.0	-10	3	3	34.0
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	314.0	-57.9	-10	3	3	34.1
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	312.1	-57.9	-10	3	3	34.1
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	351.5	-58.9	-10	3	3	28.2
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	359.2	-59.1	-10	3	3	28.0
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	333.8	-58.5	-10	3	3	32.5
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	330.8	-58.4	-10	3	3	20.6
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	330.6	-58.4	-10	3	3	20.6
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	333.6	-58.5	-10	3	3	32.5
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	255.5	-56.1	-10	3	3	33.9
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	254.2	-56.1	-10	3	3	25.9
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	252.4	-56.0	-10	3	3	23.0
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	250.1	-56.0	-10	3	3	23.0
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	248.2	-55.9	-10	3	3	42.1
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	245.6	-55.8	-10	3	3	42.2
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	239.3	-55.6	-10	3	3	35.4
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	237.9	-55.5	-10	3	3	35.5
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	236.6	-55.5	-10	3	3	35.5
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	232.1	-55.3	-10	3	3	42.7
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	197.3	-53.9	-10	3	3	13.7
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	184.1	-53.3	-10	3	3	14.3
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	164.1	-52.3	-10	3	3	15.3
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	157.3	-51.9	-10	3	3	15.7
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	60.8	-43.7	0	3	3	33.9
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	58.8	-43.4	0	3	3	34.2
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	64.4	-44.2	0	3	3	33.4
																Total	50.6

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F10	836040.7	817220.0	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	235.8	-55.5	0	0	3	41.9
ASR	B			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	369.7	-59.4	-10	3	3	7.6
Night Time ANL	55			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	368.6	-59.3	-10	3	3	7.7
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	349.0	-58.9	-10	3	3	33.1
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	347.4	-58.8	-10	3	3	33.2
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	345.9	-58.8	-10	3	3	33.2
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	344.3	-58.7	-10	3	3	33.3
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	342.6	-58.7	-10	3	3	33.3
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	340.9	-58.7	-10	3	3	33.3
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	373.8	-59.5	-10	3	3	27.6
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	380.9	-59.6	-10	3	3	27.5
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	344.1	-58.7	-10	3	3	32.3
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	340.8	-58.6	-10	3	3	20.4
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	339.9	-58.6	-10	3	3	20.4
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	342.4	-58.7	-10	3	3	32.3
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	278.1	-56.9	-10	3	3	33.1
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	276.1	-56.8	-10	3	3	25.2
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	273.7	-56.7	-10	3	3	22.3
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	270.8	-56.7	-10	3	3	22.3
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	271.8	-56.7	-10	3	3	41.3
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	268.1	-56.6	-10	3	3	41.4
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	264.2	-56.4	-10	3	3	34.6
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	262.4	-56.4	-10	3	3	34.6
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	260.7	-56.3	-10	3	3	34.7
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	254.7	-56.1	-10	3	3	41.9
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	233.5	-55.4	-10	3	3	12.2
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	218.9	-54.8	-10	3	3	12.8
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	195.2	-53.8	-10	3	3	13.8
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	185.8	-53.4	-10	3	3	14.2
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	82.8	-46.4	0	3	3	31.2
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	75.5	-45.6	0	3	3	32.0
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	82.3	-46.3	0	3	3	31.3
																Total	49.6

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F11	836087.0	817228.4	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	282.1	-57.0	-10	0	3	30.4
ASR	B			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	408.2	-60.2	-10	3	3	6.8
Night Time ANL	55			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	407.3	-60.2	-10	3	3	6.8
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	375.1	-59.5	-10	3	3	32.5
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	373.7	-59.4	-10	3	3	32.6
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	372.3	-59.4	-10	3	3	32.6
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	370.8	-59.4	-10	3	3	32.6
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	369.3	-59.3	-10	3	3	32.7
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	367.8	-59.3	-10	3	3	32.7
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	393.2	-59.9	-10	3	3	27.2
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	399.7	-60.0	-10	3	3	27.0
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	351.2	-58.9	-10	3	3	32.1
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	347.6	-58.8	-10	3	3	20.2
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	346.1	-58.8	-10	3	3	20.2
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	348.1	-58.8	-10	3	3	32.2
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	299.5	-57.5	-10	3	3	32.5
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	296.8	-57.5	-10	3	3	24.6
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	293.8	-57.4	-10	3	3	21.6
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	290.3	-57.3	-10	3	3	21.7
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	294.2	-57.4	-10	3	3	40.6
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	289.6	-57.2	-10	3	3	40.8
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	288.2	-57.2	-10	3	3	33.8
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	286.1	-57.1	-10	3	3	33.9
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	284.0	-57.1	-10	3	3	33.9
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	276.6	-56.8	-10	3	3	41.2
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	269.6	-56.6	-10	3	3	11.0
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	253.8	-56.1	-10	3	3	11.5
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	227.2	-55.1	-10	3	3	12.5
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	215.4	-54.7	-10	3	3	12.9
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	124.7	-49.9	0	3	3	27.7
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	115.9	-49.3	0	3	3	28.3
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	122.5	-49.8	0	3	3	27.8
																Total	48.1

Detailed Calculations for Industrial Noise Assessment (Night Time)

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)	NSR (z)	Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Noise Source (z)	No of Units	SWL, dB(A)	Overall SWL, dB(A)	Slant Distance from Noise Source to Receiver(m) (SR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Corrected Noise Level, dB(A), L_{eq} (30 min)
F12	836127.4	817247.6	50.2	MTRCHVB	MTR Cross Harbour Ventilation Building	835816.5	817157.9	11.5	1	94.4	94.4	325.8	-58.3	-10	0	3	29.1
ASR	B			PN_1	Peninsula VRV	835710.5	817386.1	44.3	1	71.0	71.0	439.3	-60.9	-10	3	3	6.1
Night Time ANL	55			PN_2	Peninsula VRV	835710.6	817383.8	44.3	1	71.0	71.0	438.6	-60.8	-10	3	3	6.2
				IH_1	Imperial Hotel Chiller	835812.4	817483.7	60.2	1	96.0	96.0	393.8	-59.9	-10	3	3	32.1
				IH_2	Imperial Hotel Chiller	835812.5	817481.7	60.2	1	96.0	96.0	392.5	-59.9	-10	3	3	32.1
				IH_3	Imperial Hotel Chiller	835812.6	817479.8	60.2	1	96.0	96.0	391.3	-59.9	-10	3	3	32.1
				IH_4	Imperial Hotel Chiller	835812.7	817477.7	60.2	1	96.0	96.0	390.0	-59.8	-10	3	3	32.2
				IH_5	Imperial Hotel Chiller	835812.9	817475.6	60.2	1	96.0	96.0	388.6	-59.8	-10	3	3	32.2
				IH_6	Imperial Hotel Chiller	835813.0	817473.4	60.2	1	96.0	96.0	387.3	-59.8	-10	3	3	32.2
				HI_1	Holiday Inn Cooling Tower	835845.7	817538.7	57.2	1	91.1	91.1	405.2	-60.2	-10	3	3	26.9
				HI_2	Holiday Inn Cooling Tower	835847.0	817547.9	57.2	1	91.1	91.1	411.0	-60.3	-10	3	3	26.8
				HB_1	Harbour Bay Hotel Chiller	835950.8	817551.4	72.5	1	95.0	95.0	352.1	-58.9	-10	3	3	32.1
				HB_2	Harbour Bay Hotel Chiller	835954.0	817548.8	72.5	1	83.0	83.0	348.3	-58.8	-10	3	3	20.2
				HB_3	Harbour Bay Hotel Chiller	835959.3	817549.3	72.5	1	83.0	83.0	346.1	-58.8	-10	3	3	20.2
				HB_4	Harbour Bay Hotel Chiller	835962.3	817552.6	72.5	1	95.0	95.0	347.5	-58.8	-10	3	3	32.2
				HH_1	Hermes House Chiller	835889.1	817453.0	56.3	1	94.0	94.0	314.7	-58.0	-10	3	3	32.0
				HH_2	Hermes House Chiller	835894.1	817453.9	56.3	2	83.0	86.0	311.5	-57.9	-10	3	3	24.1
				HH_3	Hermes House Chiller	835899.2	817454.2	56.3	1	83.0	83.0	307.9	-57.8	-10	3	3	21.2
				HH_4	Hermes House Chiller	835904.0	817453.6	56.3	1	83.0	83.0	304.0	-57.7	-10	3	3	21.3
				HH_5	Hermes House Chiller	835886.6	817443.8	56.3	1	102.0	102.0	310.6	-57.8	-10	3	3	40.2
				HH_6	Hermes House Chiller	835894.7	817444.8	56.3	1	102.0	102.0	305.1	-57.7	-10	3	3	40.3
				HH_7	Hermes House Chiller	835882.7	817431.6	56.3	1	95.0	95.0	306.3	-57.7	-10	3	3	33.3
				HH_8	Hermes House Chiller	835886.0	817431.8	56.3	1	95.0	95.0	303.8	-57.7	-10	3	3	33.3
				HH_9	Hermes House Chiller	835889.3	817432.1	56.3	1	95.0	95.0	301.3	-57.6	-10	3	3	33.4
				HH_10	Hermes House Chiller	835900.4	817432.5	56.3	1	102.0	102.0	292.8	-57.3	-10	3	3	40.7
				SH_1	Sheraton Hotel Ventilation Duct	835845.1	817346.8	61.9	1	71.6	71.6	299.5	-57.5	-10	3	3	10.1
				SH_2	Sheraton Hotel Ventilation Duct	835863.1	817347.3	61.9	1	71.6	71.6	282.7	-57.0	-10	3	3	10.6
				SH_3	Sheraton Hotel Ventilation Duct	835895.3	817349.7	61.9	1	71.6	71.6	253.9	-56.1	-10	3	3	11.5
				SH_4	Sheraton Hotel Ventilation Duct	835911.9	817353.4	61.9	1	71.6	71.6	240.3	-55.6	-10	3	3	12.0
				RH_1	Regent Hotel Ventilation Duct	835980.7	817164.1	61.0	1	71.6	71.6	169.1	-52.6	0	3	3	25.0
				RH_2	Regent Hotel Ventilation Duct	835991.2	817164.1	61.0	1	71.6	71.6	160.1	-52.1	0	3	3	25.5
				RH_3	Regent Hotel Ventilation Duct	835986.7	817158.9	61.0	1	71.6	71.6	166.7	-52.4	0	3	3	25.2
																Total	47.6

Appendix 4.1 Correspondence with Heliservices

Calvin Chiu

From: Cherry Wong <[redacted]>
Sent: Tuesday, June 17, 2025 2:06 PM
To: [redacted]
Cc: [redacted]
Subject: RE: Request for information for Helicopter fleet type(s) and flight route of sightseeing services

Some people who received this message don't often get email from cherry.wong@heliservices.com.hk. Learn why this is important

Dear Grace,

We maintain 1500' separation from obstacle unless we are conducting aerial photography with low flying permission (500' separation) or at our approaching and departure to/ from Peninsula Hotel Helipad.

Regards,

Cherry Wong
Flight Operations Support Manager

Heliservices (HK) Ltd.
Lam Kam Road Airfield, Shek Kong, N.T.
Postal Address: P.O. Box 52, Kam Tin Post Office, Kam Tin, N.T.
Office : [redacted] | Fax : (+852) 2488 0086 | [redacted]
Visit us at www.heliservices.com.hk
Follow us at www.facebook.com/Heliservices

From: Grace KF Wong <[redacted]>
Sent: Tuesday, June 17, 2025 10:34 AM
To: Cherry Wong <[redacted]>
Cc: Calvin Chiu <[redacted]>; Peter Leung <[redacted]>
Subject: RE: Request for information for Helicopter fleet type(s) and flight route of sightseeing services

Dear Cherry,

Thank you for your reply.

May I interpret that while the flight path can be tailored upon customer's request, it will maintain a separation of 1500' from buildings in congested area like Tsim Sha Tsui in general?

Kind regards,
Grace Wong

Assistant Environmental Consultant

D +[redacted]
[redacted]

Ramboll Hong Kong Limited

Classification: Confidential

From: Cherry Wong <[redacted]>
Sent: Tuesday, June 17, 2025 10:06 AM
To: Grace KF Wong <[redacted]>
Subject: RE: Request for information for Helicopter fleet type(s) and flight route of sightseeing services

> You don't often get email from [redacted]

Good morning,

Sorry for the delayed reply. Please see below for your reference,

1. The Helicopter fleet type(s) currently in use
   MD902 Explorer Helicopters

2. The flight path (including attitude information) for sightseeing experiences offered under different packages, as well as possible flight path for service outside the scope of the current sightseeing packages
   You may refer to below company website link for our offered sightseeing routes.
   https://heliservices.com.hk/en/signtseeing/

We offer special charter as well upon customers' request of their preferred route or location. So basically, we could fly anywhere in HK apart from the restricted area e.g. military zone or airport zone. We normally maintain 1500' above obstacle e.g. building or vehicle in the congested area.

Hope this helps. Thank you.

Regards,

Cherry Wong
Flight Operations Support Manager

Heliservices (HK) Ltd.
Lam Kam Road Airfield, Shek Kong, N.T.
Postal Address: P.O. Box 52, Kam Tin Post Office, Kam Tin, N.T.
Office : [redacted] | Fax : [redacted] | Mobile : [redacted]
Visit us at www.heliservices.com.hk
Follow us at www.facebook.com/Heliservices

From: [redacted] <[redacted]>
Sent: Tuesday, June 3, 2025 1:22 PM
To: Cherry Wong <[redacted]>
Subject: Fw: Request for information for Helicopter fleet type(s) and flight route of sightseeing services

Dear Cherry,

Please assist in replying to the email below.

Thanks and Best regards,
Ida Chan
Heliservices (HK) Ltd.
Tel: [redacted]

Office Hour: 0900-1800
Visit us at www.heliservices.com.hk
Follow us at www.facebook.com/Heliservices

From: Grace KF Wong <[redacted]>
Sent: Tuesday, June 3, 2025 12:50 PM
To: [redacted] <[redacted]>
Cc: Calvin Chiu <[redacted]>; Peter Leung <[redacted]>
Subject: Request for information for Helicopter fleet type(s) and flight route of sightseeing services

You don't often get email from [redacted]

Dear Sir/Madam,

We are the environmental consultant appointed to carry out a Noise Impact Assessment at Victoria Dockside for an application to the Government. The location plan of the captioned project is attached for your reference. For the purpose of assessment, it would be grateful if you could provide the following information as commented by the Government:

1. The Helicopter fleet type(s) currently in use
2. The flight path (including attitude information) for sightseeing experiences offered under different packages, as well as possible flight path for service outside the scope of the current sightseeing packages

We would be much appreciated if you could provide the requested information. Should you have an queries, please do not hesitate to contact the undersigned or our Mr. Calvin Chiu at [redacted] ([redacted]).

We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

Kind regards
Grace Wong

Assistant Environmental Consultant

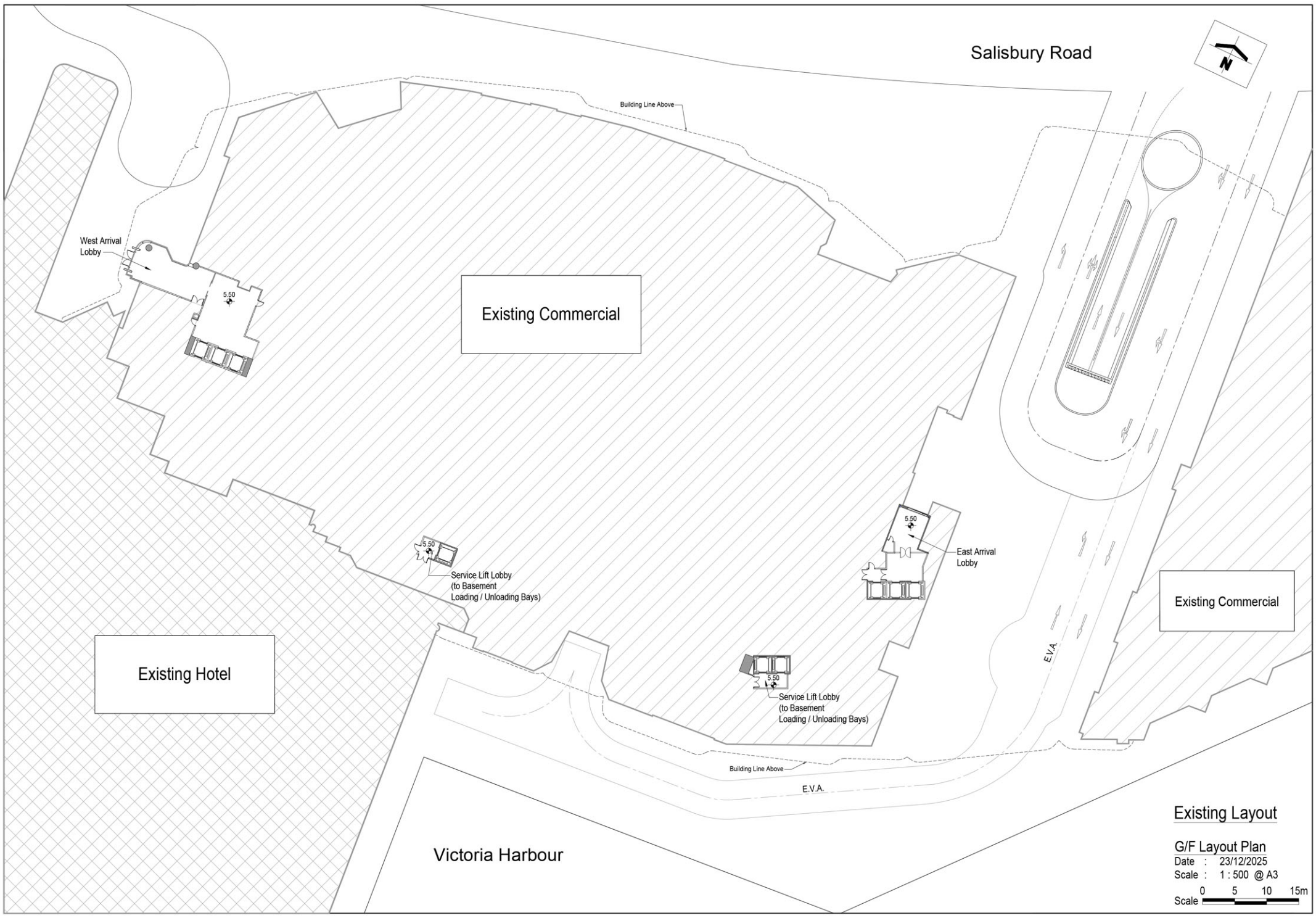
[redacted]

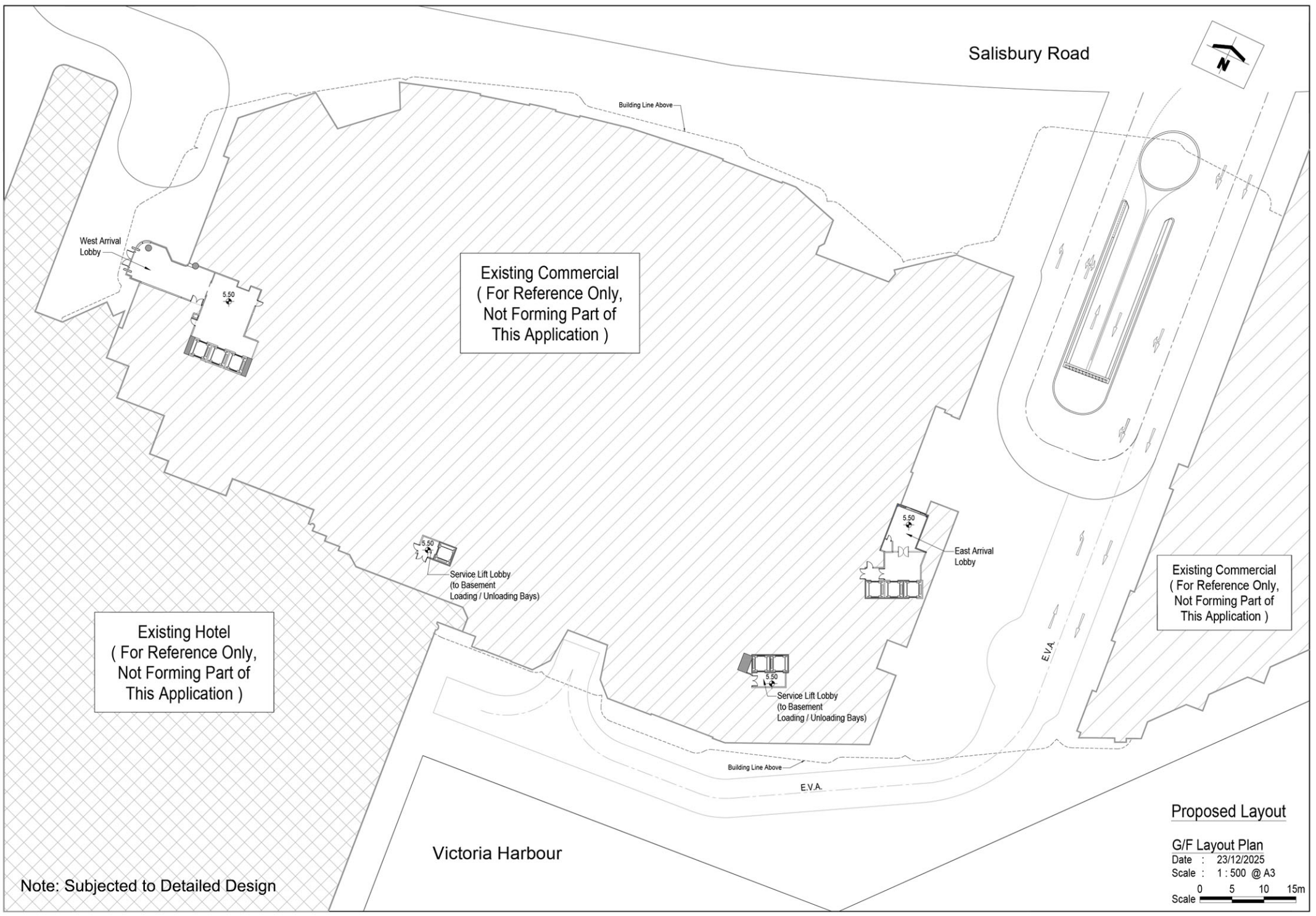
Ramboll
21st Floor
BEA Harbour View Centre
56 Gloucester Road
Wan Chai
Hong Kong
https://ramboll.com

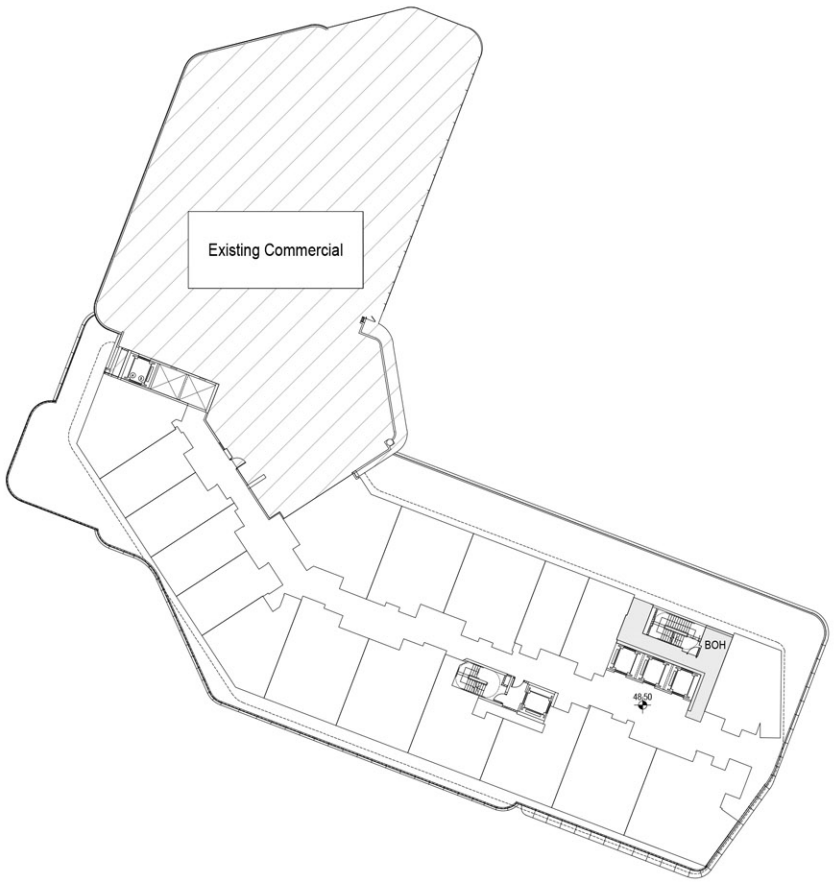
Ramboll Hong Kong Limited

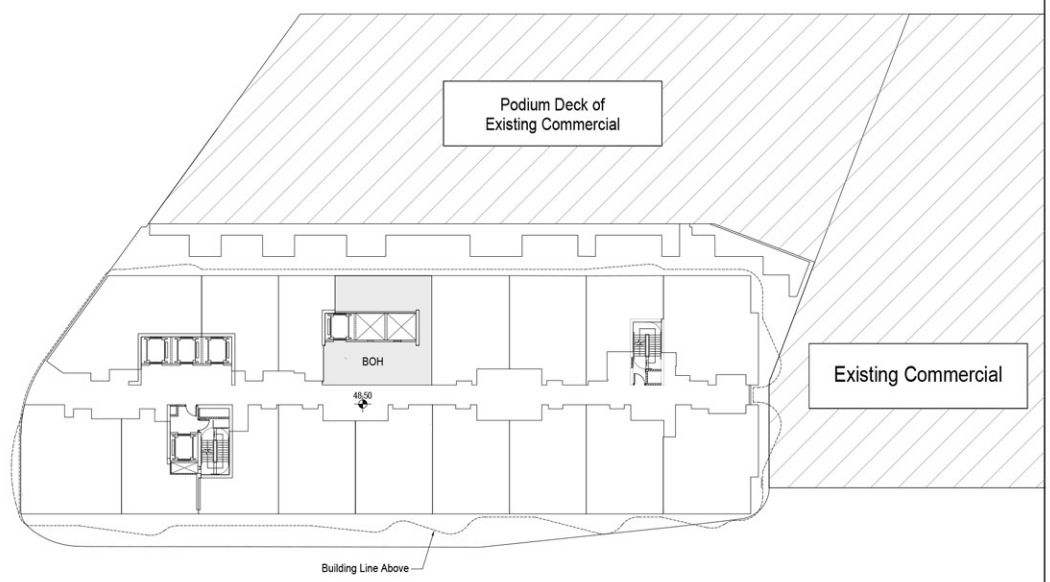
Classification: Confidential

Annex D


Salisbury Road
N
Building Line Above
West Arrival Lobby
5.50
Existing Commercial
Existing Hotel
5.50
Service Lift Lobby (to Basement Loading / Unloading Bays)
5.50
East Arrival Lobby
Existing Commercial
E.V.A.
5.50
Service Lift Lobby (to Basement Loading / Unloading Bays)
Building Line Above
E.V.A.
Victoria Harbour
Existing Layout
G/F Layout Plan
Date : 23/12/2025
Scale : 1 : 500 @ A3
0 5 10 15m
Scale

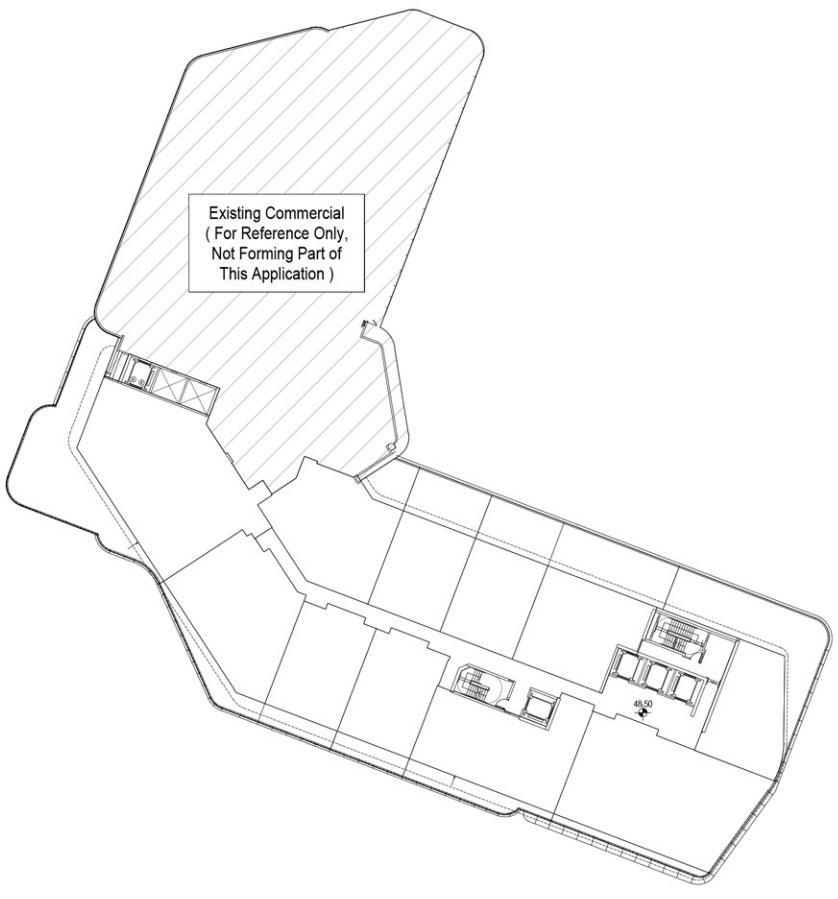

Salisbury Road
N
Building Line Above
West Arrival Lobby
5.50
Existing Commercial (For Reference Only, Not Forming Part of This Application)
5.50
Service Lift Lobby (to Basement Loading / Unloading Bays)
5.50
East Arrival Lobby
Existing Commercial (For Reference Only, Not Forming Part of This Application)
E.V.A.
Existing Hotel (For Reference Only, Not Forming Part of This Application)
5.50
Service Lift Lobby (to Basement Loading / Unloading Bays)
Building Line Above
E.V.A.
Victoria Harbour
Note: Subjected to Detailed Design
Proposed Layout
G/F Layout Plan
Date : 23/12/2025
Scale : 1 : 500 @ A3
0 5 10 15m
Scale

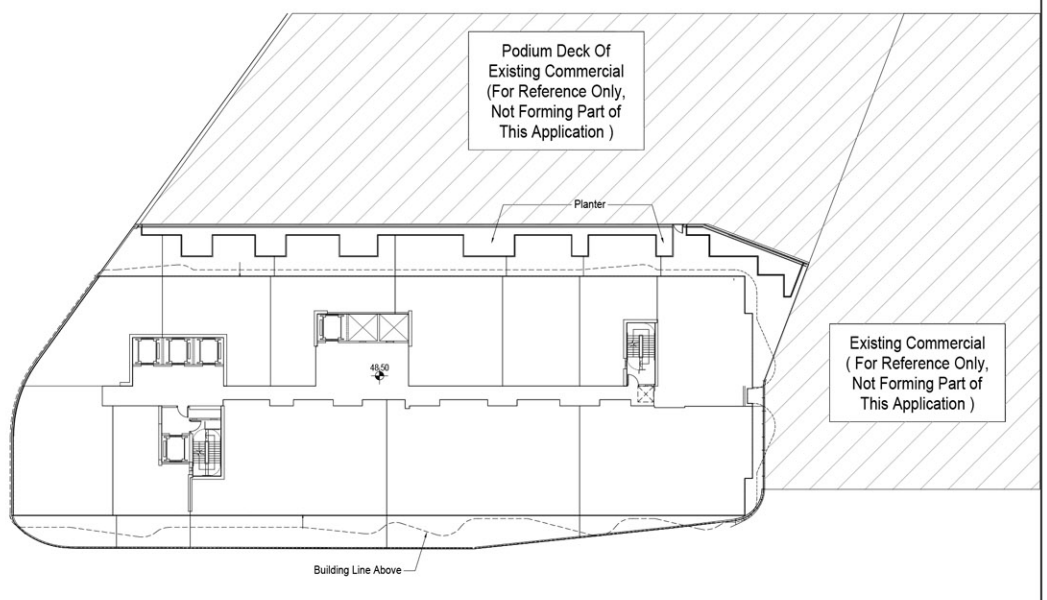




Existing Layout

8/F Layout Plan
Date : 23/12/2025
Scale : 1 : 500 @ A3
Scale 0 5 10 15m

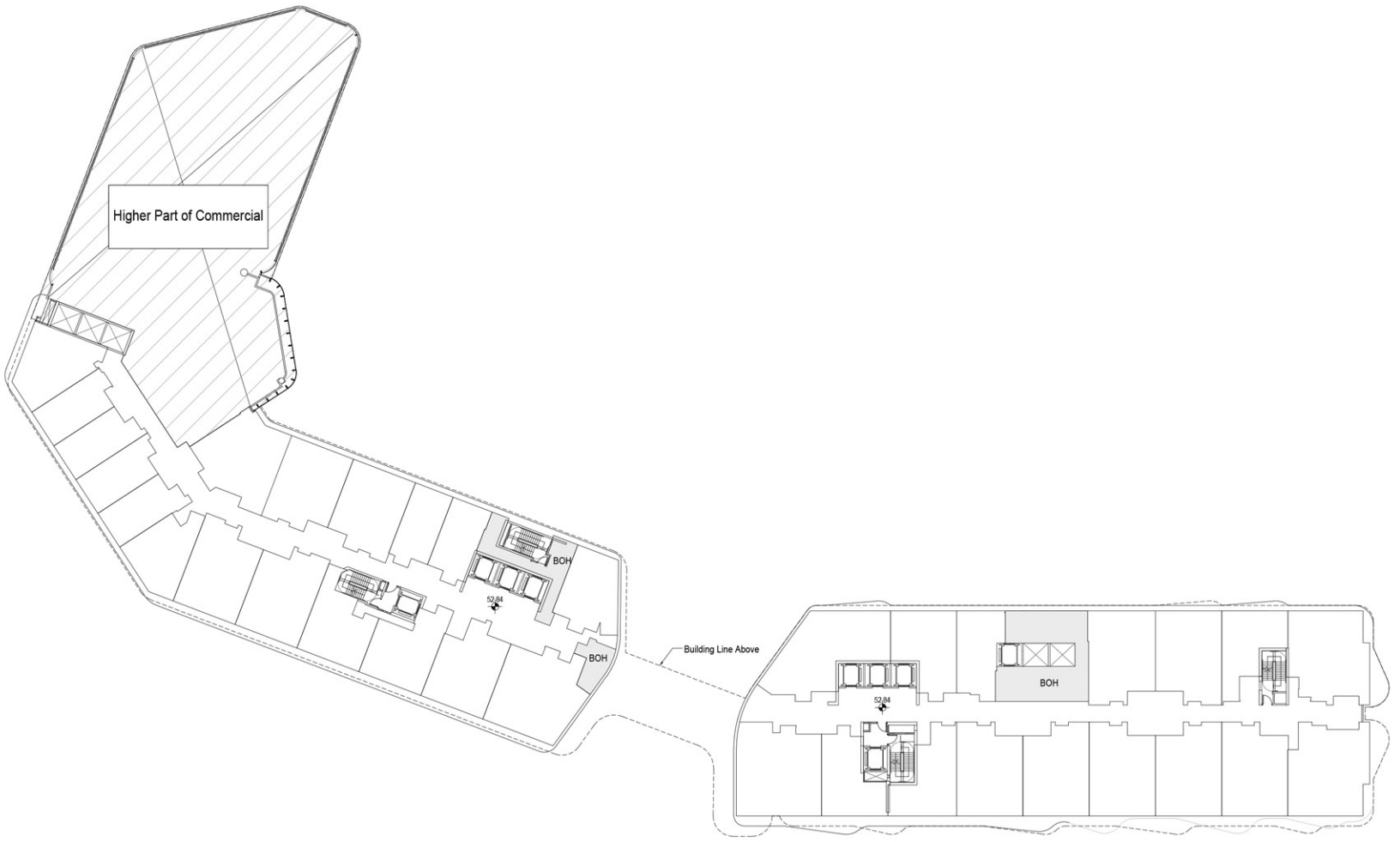




Proposed Layout

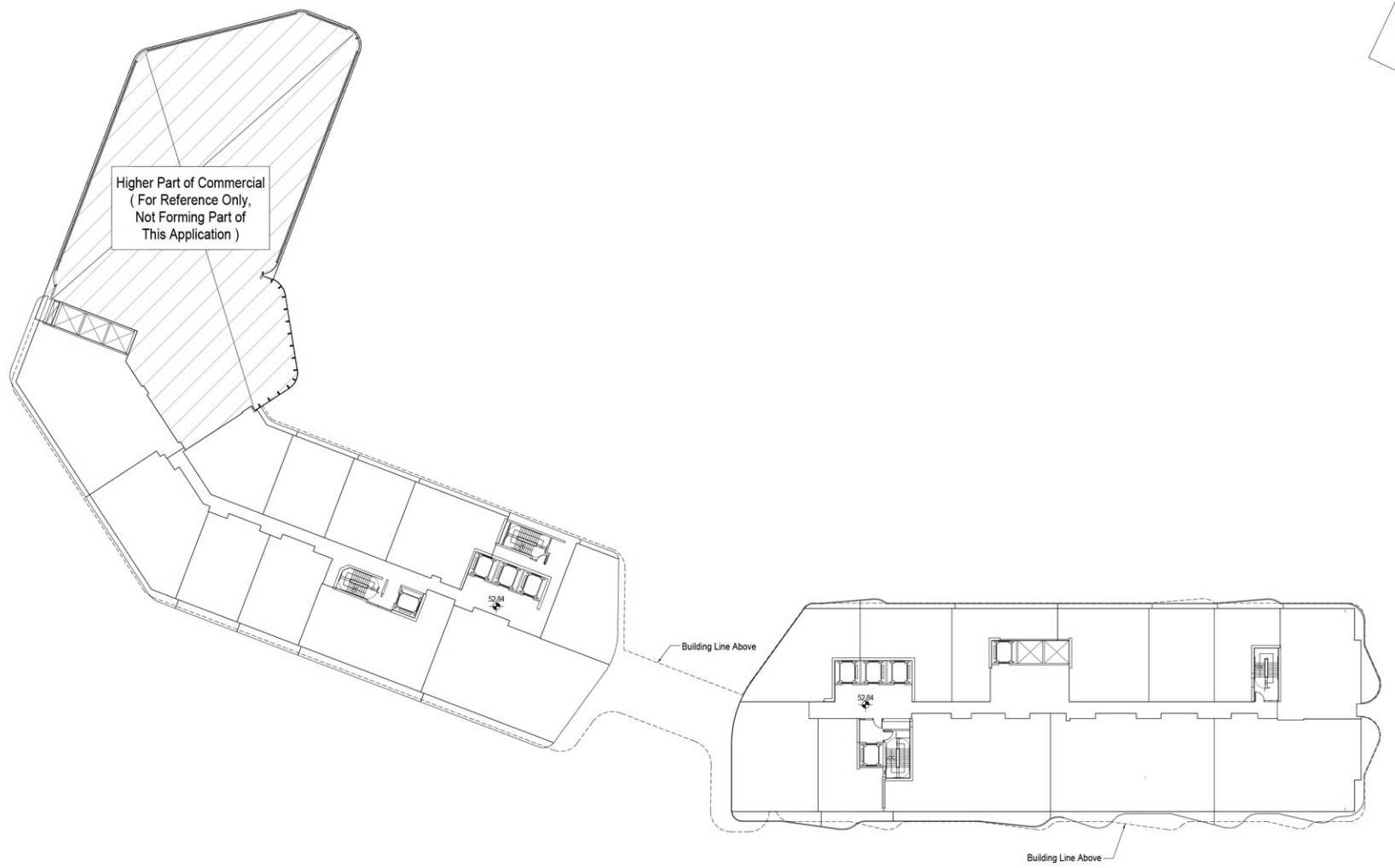
8/F Layout Plan
Date : 23/12/2025
Scale : 1 : 500 @ A3
Scale 0 5 10 15m

Note: Subjected to Detailed Design



Existing Layout

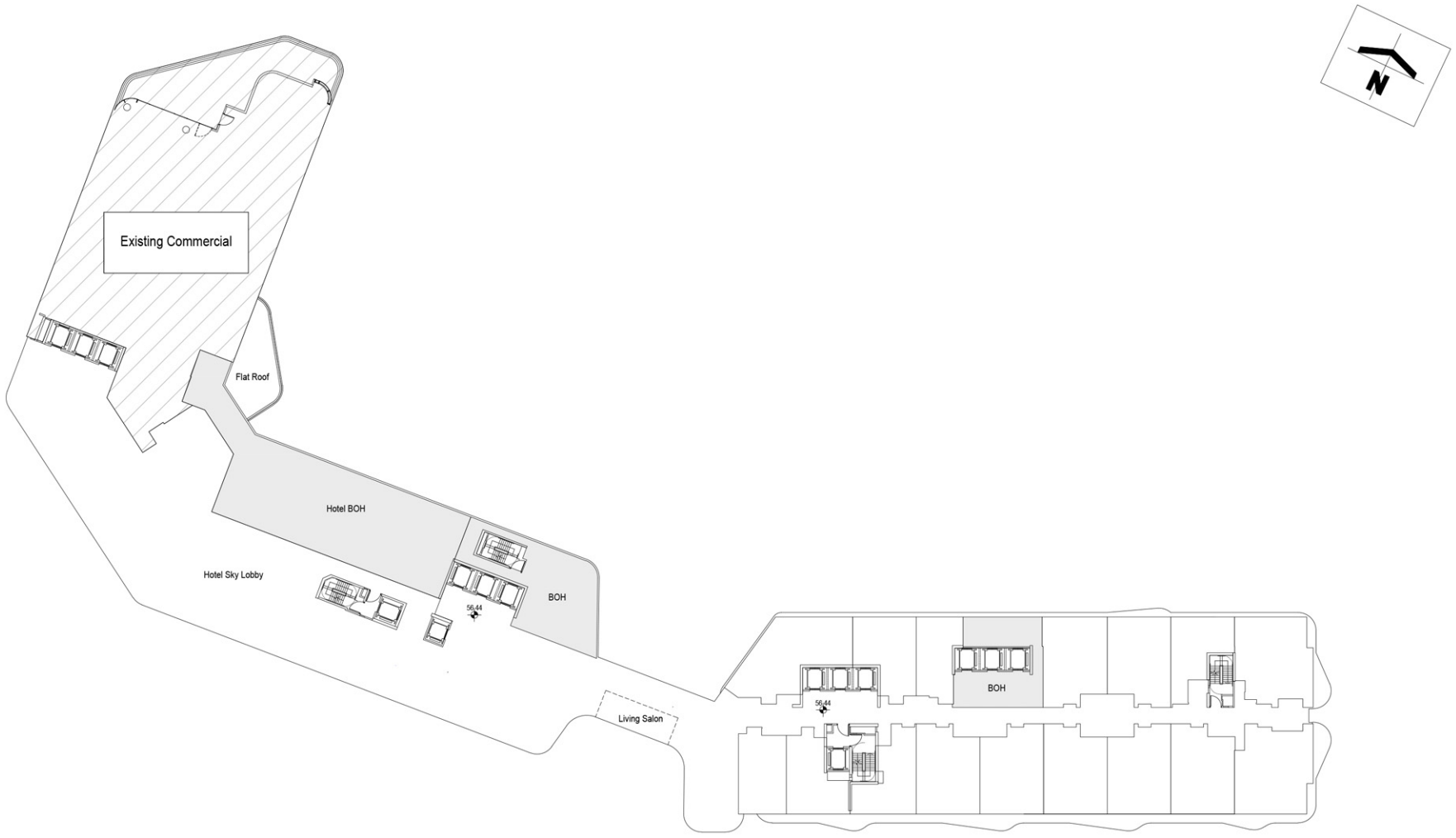
9/F Layout Plan
Date : 23/12/2025
Scale : 1 : 500 @ A3
Scale 0 5 10 15m



Note: Subjected to Detailed Design

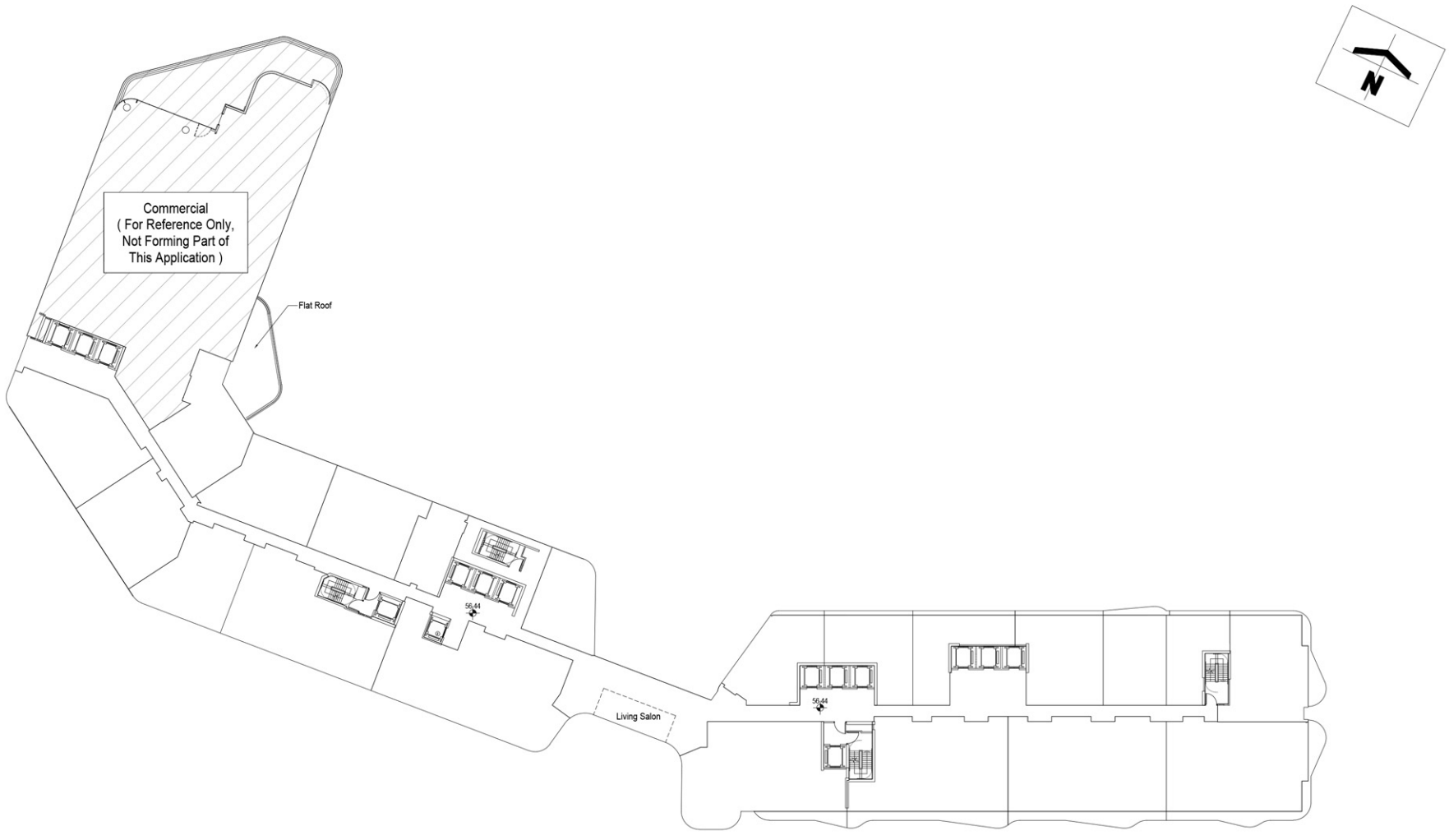
Proposed Layout

9/F Layout Plan
Date : 23/12/2025
Scale : 1 : 500 @ A3
Scale 0 5 10 15m



Existing Layout

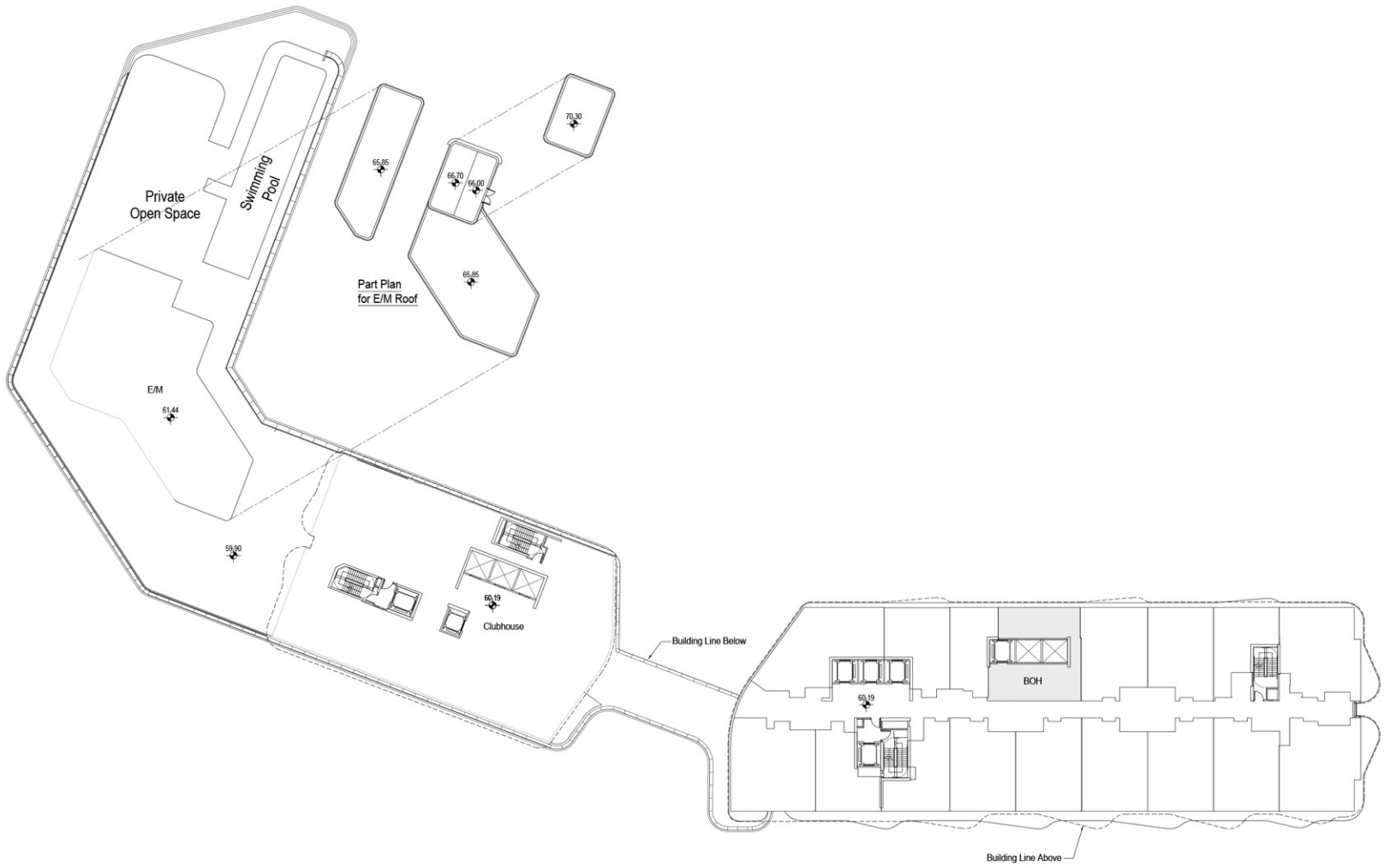
10/F Layout Plan
Date : 23/12/2025
Scale : 1 : 500 @ A3
Scale 0 5 10 15m



Proposed Layout

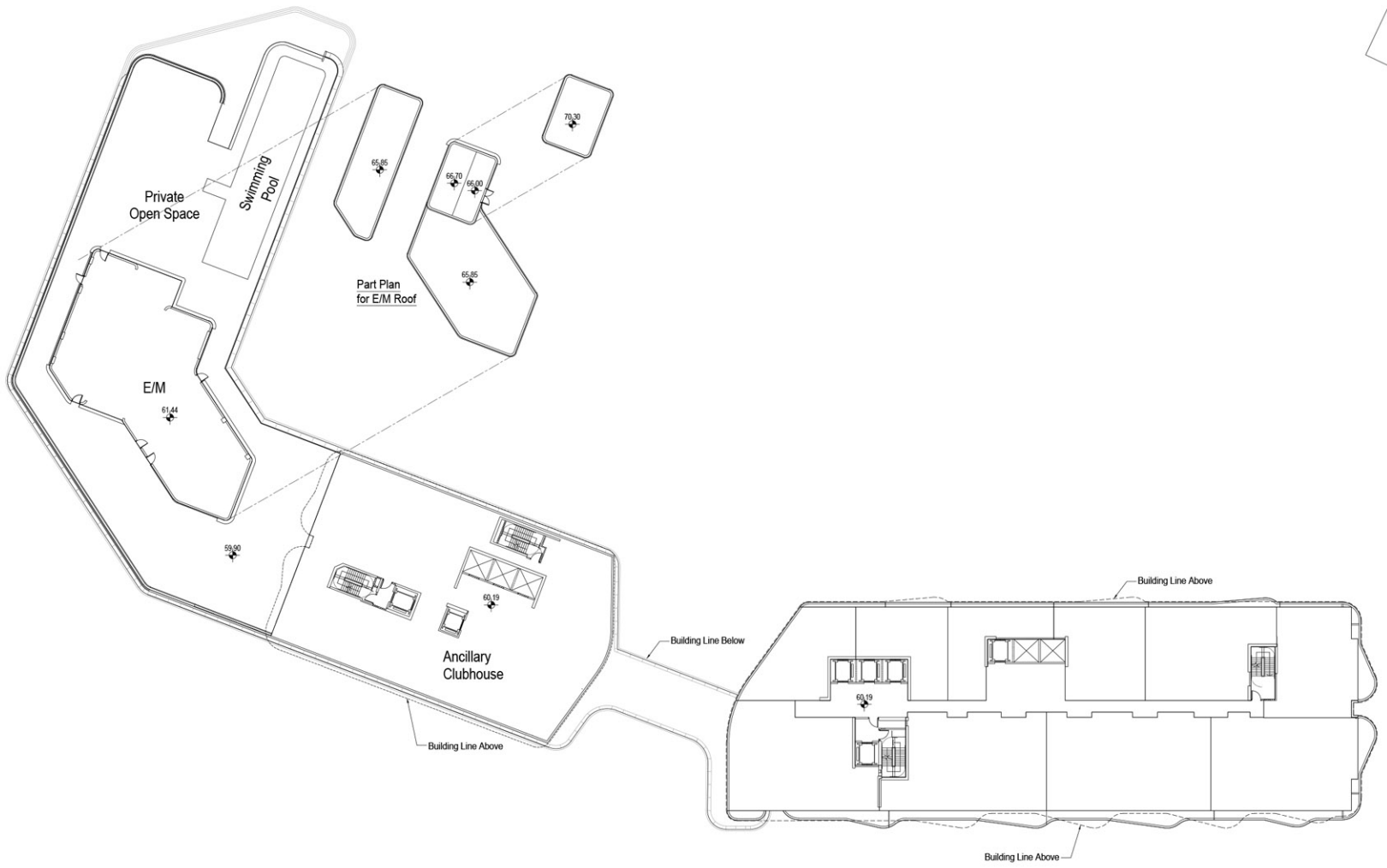
10/F Layout Plan
Date : 23/12/2025
Scale : 1 : 500 @ A3
Scale 0 5 10 15m

Note: Subjected to Detailed Design



Existing Layout

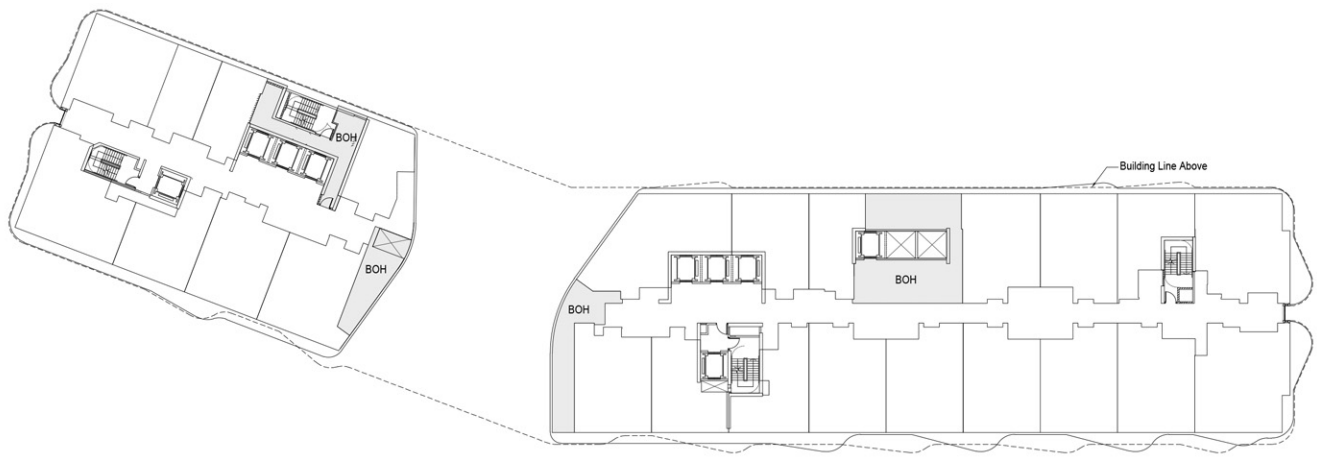
11/F Layout Plan
Date : 16/1/2026
Scale : 1 : 500 @ A3
0 5 10 15m
Scale



Proposed Layout

11/F Layout Plan
Date : 16/1/2026
Scale : 1 : 500 @ A3
0 5 10 15m
Scale

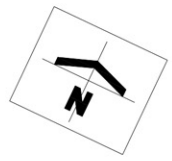
Note: Subjected to Detailed Design

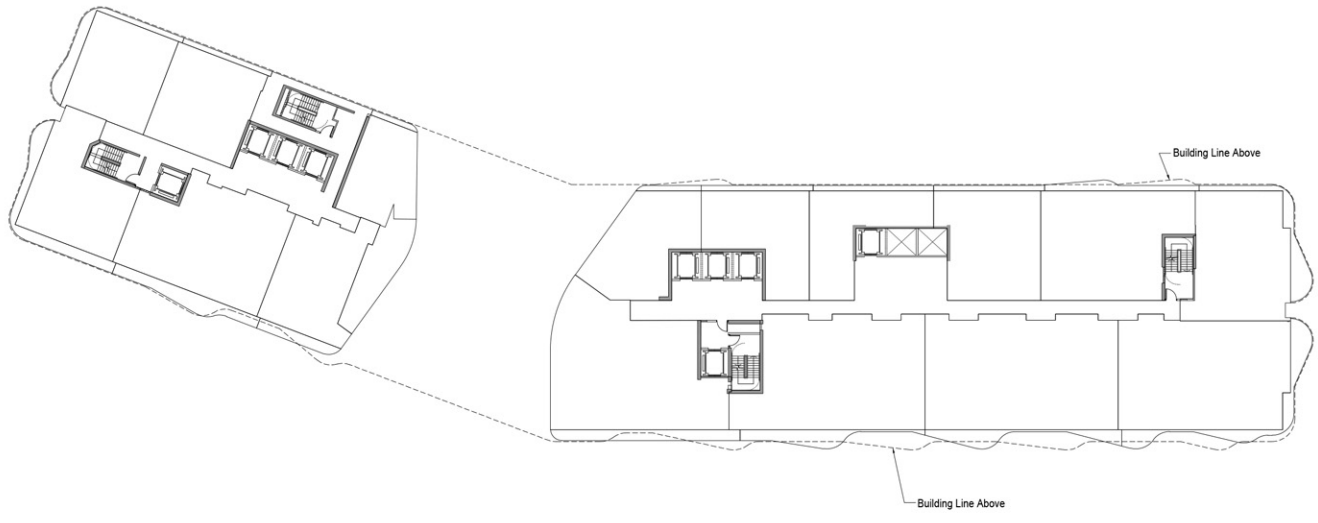


63.49 - (12/F)
66.79 - (13/F)

Existing Layout

12F-13/F Layout Plan
Date : 18/12/2025
Scale : 1 : 500 @ A3
0 5 10 15m
Scale



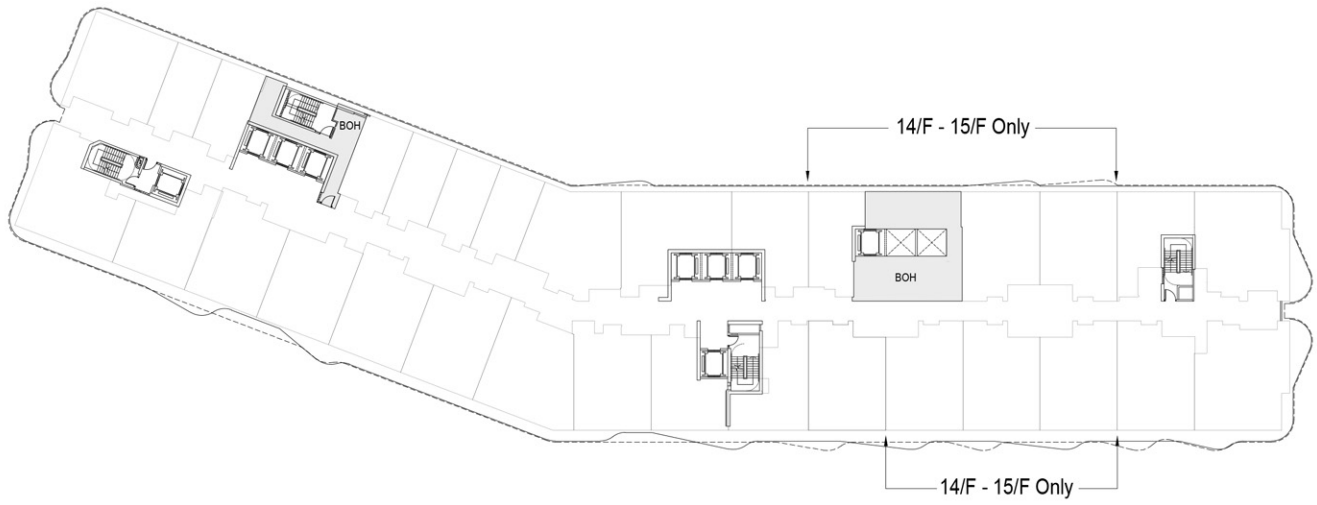


63.49 - (12/F)
66.79 - (13/F)

Proposed Layout

12/F - 13/F Layout Plan
Date : 18/12/2025
Scale : 1 : 500 @ A3
0 5 10 15m
Scale

Note: Subjected to Detailed Design

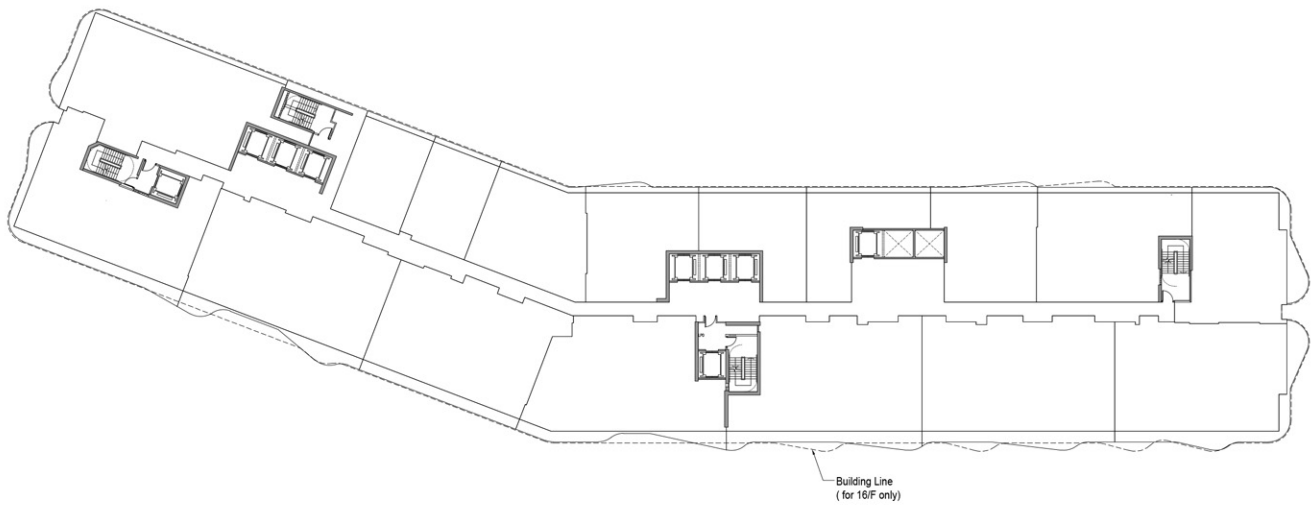


70.09 - (14/F)
73.39 - (15/F)
76.69 - (16/F)

Existing Layout

14/F - 16/F Layout Plan
Date : 18/12/2025
Scale : 1 : 500 @ A3

0 5 10 15m
Scale



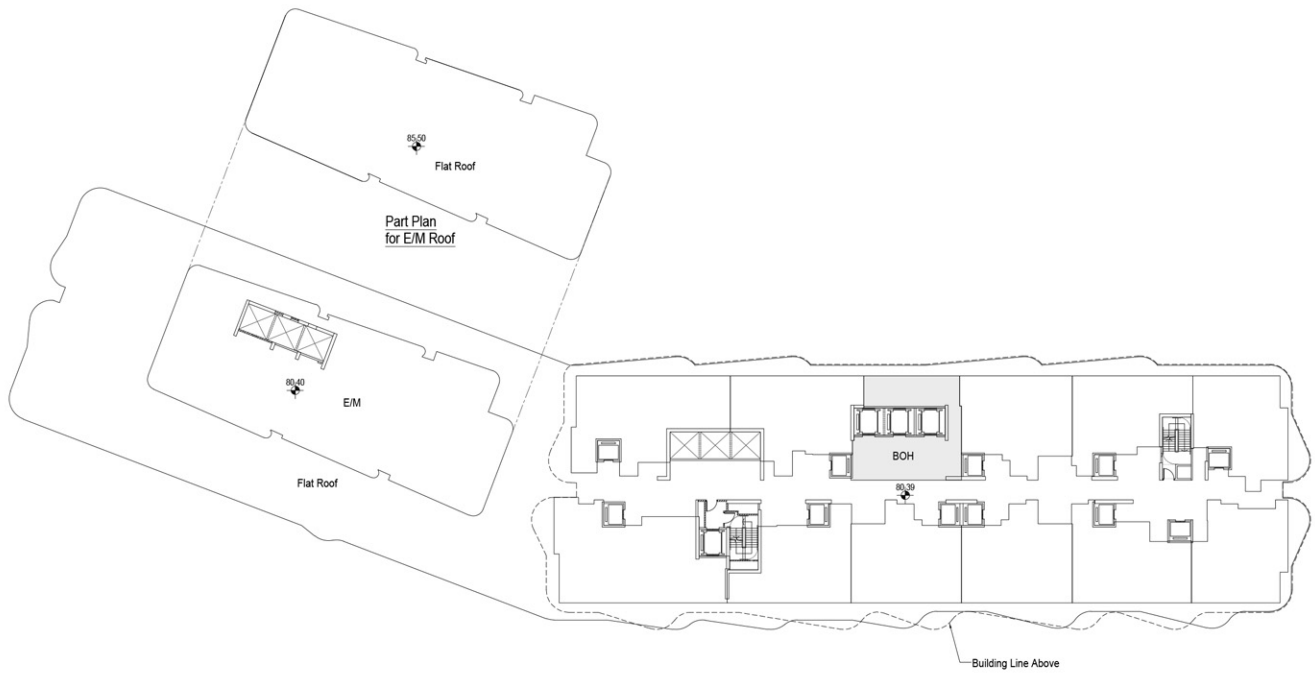
70.09 - (14/F)
73.39 - (15/F)
76.69 - (16/F)

Proposed Layout

14/F - 16/F Layout Plan
Date : 18/12/2025
Scale : 1 : 500 @ A3

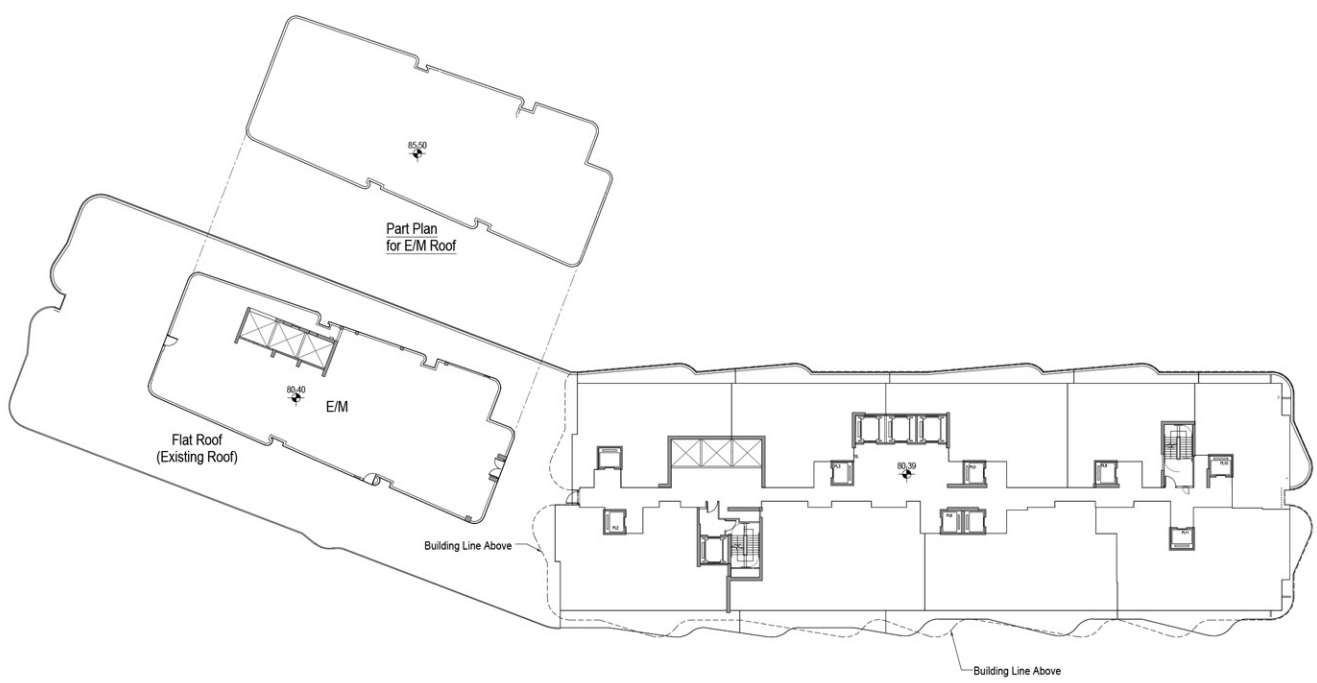
0 5 10 15m
Scale

Note: Subjected to Detailed Design



Existing Layout

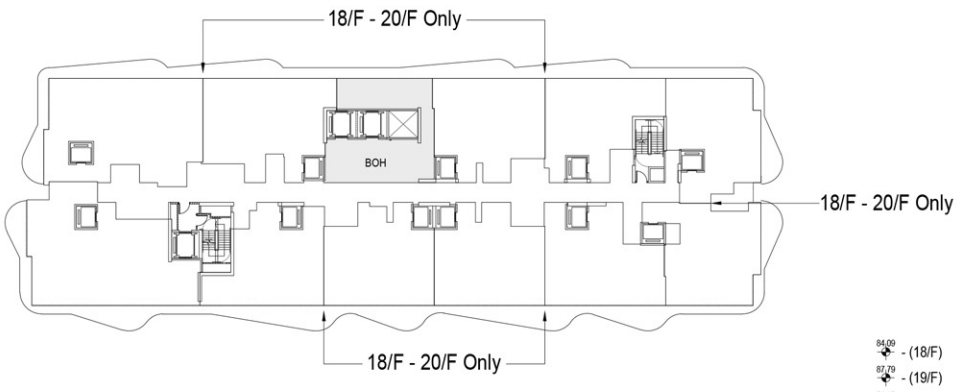
17/F Layout Plan
Date : 18/12/2025
Scale : 1 : 500 @ A3
Scale 0 5 10 15m



Proposed Layout

17/F Layout Plan
Date : 18/12/2025
Scale : 1 : 500 @ A3
Scale 0 5 10 15m

Note: Subjected to Detailed Design

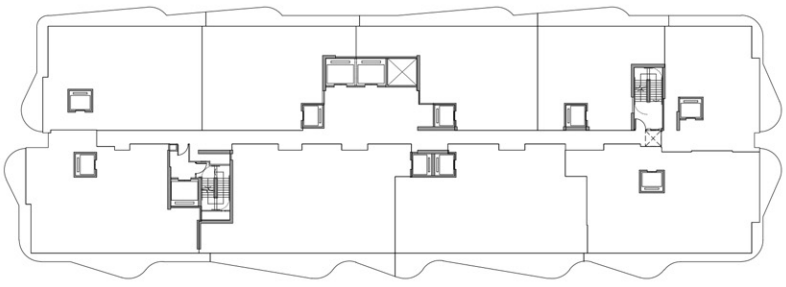


84.09 - (18/F)
87.79 - (19/F)
91.49 - (20/F)
95.34 - (21/F)

Existing Layout

18/F - 21/F Layout Plan
Date : 23/12/2025
Scale : 1 : 500 @ A3

0 5 10 15m
Scale



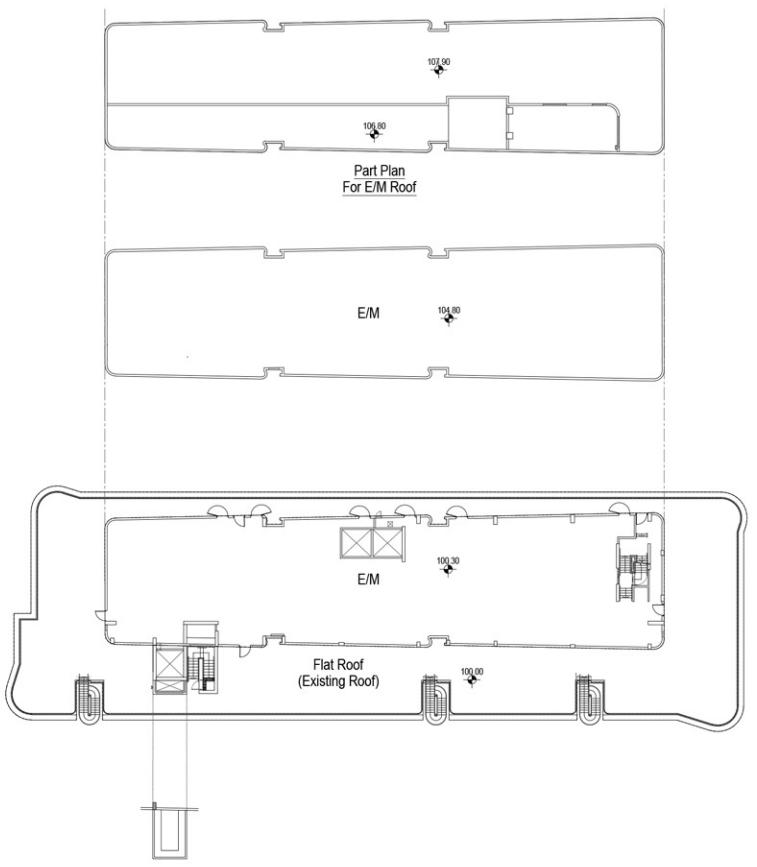
84.09 - (18/F)
87.79 - (19/F)
91.49 - (20/F)
95.34 - (21/F)

Proposed Layout

18/F - 21/F Layout Plan
Date : 23/12/2025
Scale : 1 : 500 @ A3

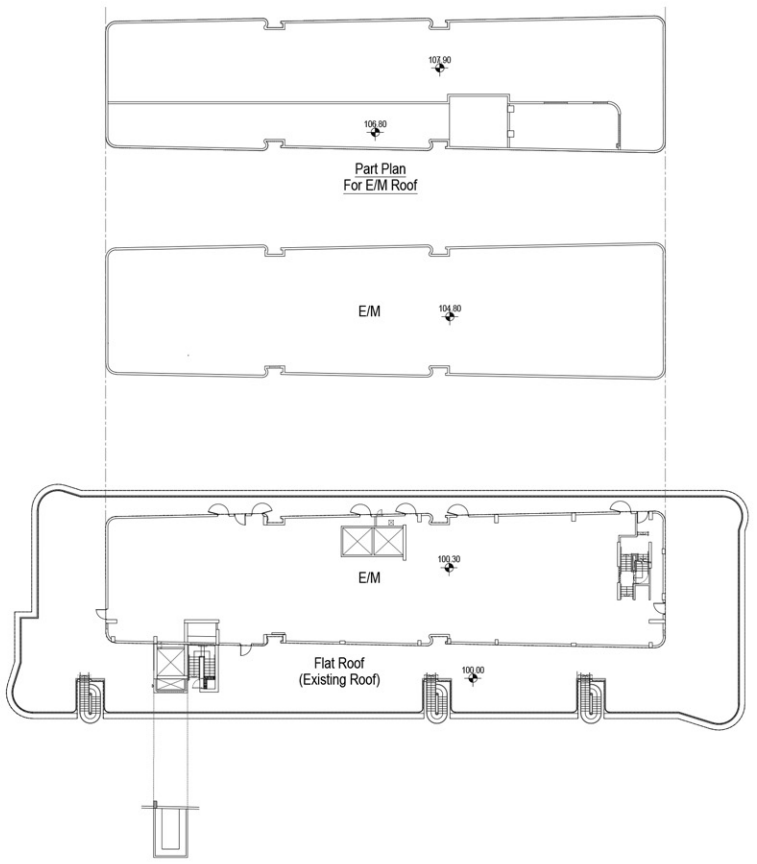
0 5 10 15m
Scale

Note: Subjected to Detailed Design



Existing Layout

Roof Plan
Date : 23/12/2025
Scale : 1 : 500 @ A3
Scale 0 5 10 15m



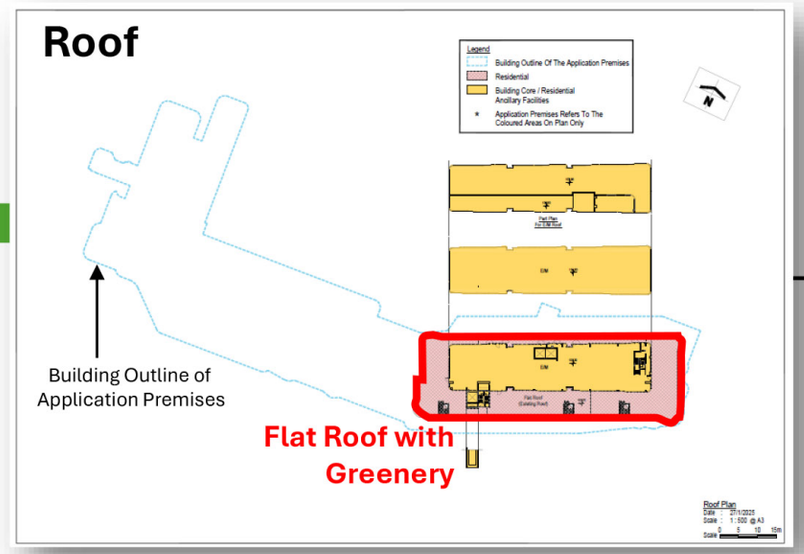
Proposed Layout

Roof Plan
Date : 12/18/2025
Scale : 1 : 500 @ A3
Scale 0 5 10 15m

Note: Subjected to Detailed Design

Annex E

Proposed Landscape Enhancements

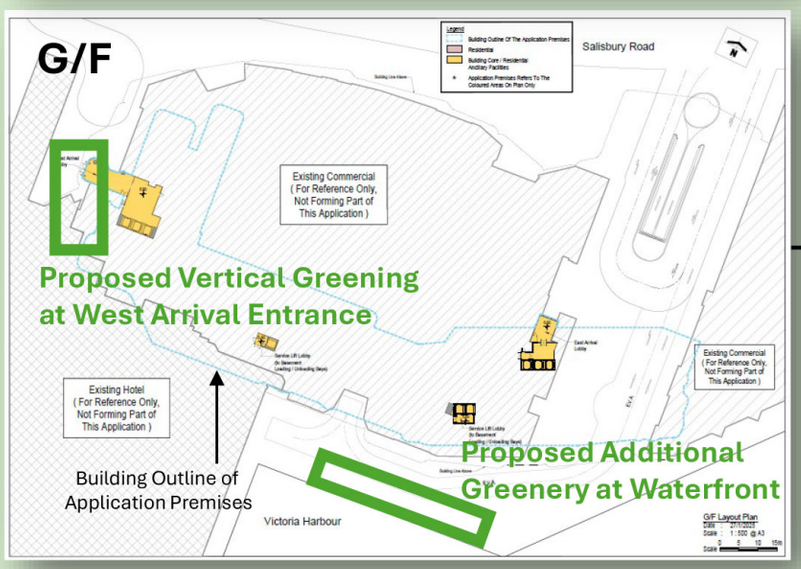


The Applicant's efforts in offering a green environment at Victoria Dockside can be demonstrated via featuring a terraced greenery design – allowing for extensive urban greening, covering 30% of the site area.

There is some existing greenery located at Roof Level. This greenery is not visible to the public.

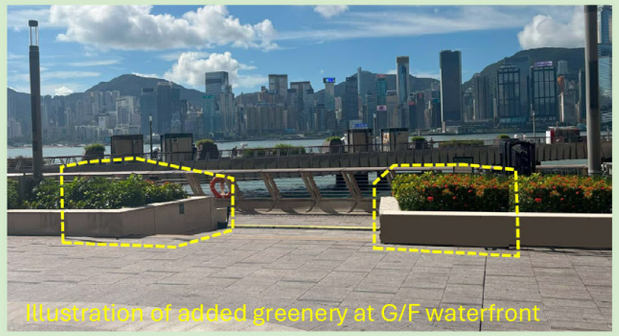
As part of the design enhancement proposal, it is proposed to relocate part of the greenery at Roof Level to lower levels, including 7/F (at the children's play area) and G/F (visible from pedestrian footpaths or waterfront promenade).

The greenery of approx. 80 sq.m. is proposed to be added to the "Peacock Playground" at K11 MUSEA, which is open to the public during mall operating hours. It is expected that this enhancement will enable a greater number of individuals to appreciate and enjoy the natural environment within the urban setting.



The proposed enhancements to greenery at G/F is two-fold: (1) introducing vertical greening at West Arrival Entrance of K11 ARTUS to create an inviting atmosphere; (2) enhancing the waterfront promenade with additional greenery, collectively yielding 60 sq.m. of additional pedestrian-level greenery. These improvements not only beautify the space but also promote sustainability and an enriched visitor experience.

There are some spatial challenges on the ground floor that limits any further addition of G/F greenery, including the presence of underground facilities e.g. basement vents, existing Emergency Vehicular Access, the need to maintain sufficient circulation and activity space, etc. Further review to the satisfaction of the authorities will be made during the future detailed design & General Building Plan stage.



Annex F

地 政 總 署
九 龍 西 區 地 政 處
DISTRICT LANDS OFFICE
KOWLOON WEST
LANDS DEPARTMENT

電 話 Tel: [redacted]
圖文傳真 Fax: [redacted]
電郵地址 Email: [redacted]

本署檔號 Our Ref.: (8) in DLOKW 34/REN/70 Pt.23
來函檔號 Your Ref.: 12096KL/2917

來函請註明本署檔號
Please quote our reference in your reply

我們矢志努力不懈，提供盡善盡美的土地行政服務。
We strive to achieve excellence in land administration.

九龍海庭道 11 號西九龍政府合署南座 4 樓
4/F, SOUTH TOWER, WEST KOWLOON GOVERNMENT OFFICES, 11 HOI TING ROAD, KOWLOON

網址 Web Site : www.landsd.gov.hk

Favor Treasure Limited
Hong Kong Island Development Limited
K11 Property Management Company Limited
c/o Ronald LU & Partners (Hong Kong) Ltd.
33rd Floor,
Wu Chung House,
213 Queen's Road East,
Wan Chai, Hong Kong
(Attn: Mr. LEUNG Kit Man Andy)

By Post & By Fax (2834 5442)

23 June 2025

Dear Sirs,

Deposit of Car Park Layout Plans
18 Salisbury Road, Tsim Sha Tsui, Kowloon
Kowloon Inland Lot No. 9844 ("the Lot")

I refer to your letter dated 6 May 2025 and your email dated 21 May 2025 from your agents, Ronald LU & Partners (Hong Kong) Ltd. requesting the car park layout plans comprising Drawing Nos. GBP-003 (Rev. I), GBP-004 (Rev. I), GBP-005 (Rev. G), GBP-006 (Rev. H), GBP-007 (Rev. G), GBP-008 (Rev. I), GBP-011 (Rev. I), GBP-012 (Rev. I), GBP-013 (Rev. L) and GBP-014 (Rev. L) to be deposited pursuant to Special Condition No. (17) of the Conditions of Exchange No. 11172 as varied or modified by seven Modification Letters dated 2 May 1978, 31 January 1980, 25 July 1996, 10 October 1998, 18 April 2008, 20 April 2022 and 23 April 2025 (collectively "the Conditions").

I am pleased to advise you that the car park layout plans submitted are deemed to be the approved plans as referred to in Special Condition No. (17) of the Conditions.

And I take this opportunity to remind you that you shall maintain the parking, loading and unloading spaces and other spaces, including but not restricted to the lifts, landings, and manoeuvring and circulation areas, in accordance with the abovementioned car park layout plans and shall not alter the layout except with the prior written consent of the Director of Lands. Except for the parking spaces indicated on the said plans, no part of the Lot or any building or structure shall be used for parking purposes.

Yours faithfully,

(Miss Edith FUNG)
for District Lands Officer/Kowloon West

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B.D. REF : 3/4026/08
T.S.D. REF : FP 8/2343 WB
D.L.O. REF : DLO KW 57/KPT/KW BF PLE

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( )
for DISTRICT LANDS OFFICER/KOWLOON WEST

STATEMENT II:
THE WORKS SHOWN ON THESE PLANS ARE TYPE II WORKS (BUILDING AMENDMENT)
in respect of which the Building Authority's consent is applied for

Amended Plan

consent to commence
Buildings Department

Rev	Description
–	AMENDMENT
A	AMENDMENT
B	AMENDMENT
C	AMENDMENT
D	AMENDMENT
E	AMENDMENT
F	AMENDMENT
G	AMENDMENT
H	AMENDMENT
I	AMENDMENT

Rev	Drawn	Checked	Approved	Date
–	S20	EDL	KW	07/10/13
A	S20	EDL	KW	23/04/14
B	S20	EDL	KW	15/08/14
C	S20	EDL	KW	23/12/14
D	S20	EDL	KW	01/05/15
E	S20	EDL	KW	08/09/15
F	S20	EDL	KW	24/11/16
G	S20	EDL	KW	24/03/17
H	S20	EDL	KW	08/08/17
I	S20	EDL	KW	06/09/17

Check all measurements on site.Do not scale off drawings. This drawing is to be read in conjunction with the Specification and any discrepancies are to be immediately reported to the Architect.
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RONALD LU & PARTNERS
ARCHITECTS | PLANNERS | INTERIOR DESIGNERS
Ronald Lu & Partners (Hong Kong) Ltd.
呂元祥建築師事務所(香港)有限公司
33rd Floor, Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong
Tel : (852) 2891 2212
Fax : (852) 2854 5442

Project Title
PROPOSED HOTEL, OFFICE & RETAIL PODIUM REMODELING
AT NEW WORLD CENTRE, K.I.L. 9844, NOS. 18–24, SALISBURY ROAD, TSIM SHA TSUI, KOWLOON.

Drawing Title
BASEMENT 4 LAYOUT PLAN (SHEET 1 OF 2)

Drawn By	S20		07/10/13
Checked By	EDL		07/10/13
Approved By	KW		07/10/13

Project No. : 12096KL
Issue Date : 07 OCT 2013
Cad File No. :
U:\DRAWING\SUB\CURRENT\GBP-003.dwg
SCALE : 1 : 200 @ A0 / 1:400 @ A2
Drawing No. GBP-003

Authorised Person's Signature
LEUNG Kit-Man, Andy
Authorized Person (Architect)

Authority's / Client's Approval
Plan Approved
Simon FUNG Man-yee
Senior Building Surveyor
For BUILDING AUTHORITY
26 OCT 2017

Plan Acceptable subject to conditions via F(27) Pt. 23 in DLOKW L/M 34/REN 70A
31 MAR 2025
for District Lands Officer/KW

TABLE A : SUMMARY OF OVERALL CAR PARKING SPACES

TYPE	SIZE	PROVIDED
PARKING FOR PRIVATE CARS	* REF TABLE B	866
PARKING FOR TAXI/HSE CARS	5m x 2.5m	19@7+3@7.5 (F.O.H.)
L/UL FOR TOUR BUSES/TRUCKS (A)	9.2m x 3.05m (3.6m H.)	22@11+5@3
L/UL FOR TOUR BUSES/TRUCKS (B)	7m x 3m (3.3m H.)	3@8.5+1@3
L/UL FOR GOODS VEHICLES (MEDIUM/HEAVY)	11m x 3.5m (4.1m H.)	3@8
L/UL FOR GOODS VEHICLES (LIGHT)	7m x 3.5m (3.6m H.)	3@8
LAY-BY FOR PRIVATE CARS AND TAXIS	5m x 2.5m (2.4m H.)	4@8
LAY-BY FOR SINGLE DECK TOUR BUSES	12m x 3m (3.8m H.)	3@8

TABLE B : SUMMARY OF CAR PARKING SPACES FOR PRIVATE CARS

LEVEL	TYPE	LEGEND H2	LEGEND H3	PROVIDED
B1	(2.5 X 5 X 2.4mH)	1	---	1
B1,M	(2.5 X 5 X 2.4mH)	80	---	80
B2	(2.5 X 5 X 2.1mH)	66	---	66
	(2.3 X 4.8 X 2.1mH)	28	---	28
B2,3	(2.5 X 5 X 2.1mH)	246	---	246
	(2.3 X 4.8 X 2.1mH)	58	---	58
B3	(2.5 X 5 X 2.4mH)	---	63	63
B3,4	(2.5 X 5 X 2.4mH)	59	65	124
	MECHANICAL (2.50 X 5.00 X 3.255mH)	---	1	1
TOTAL CARPARK NO.		725	141	866
TOTAL		866		

(SHEET 1 OF 2)
(SHEET 2 OF 2)
KEY PLAN 1:1500

BASEMENT 4 LAYOUT PLAN

REFER TO DWG NO. GBP/004

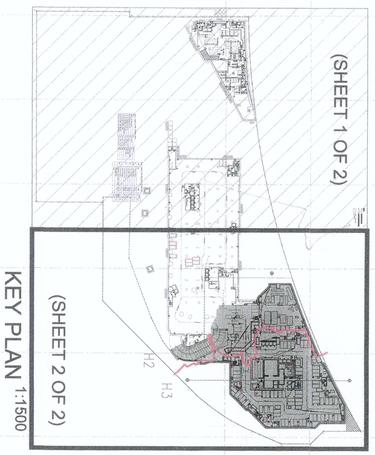
REFER TO DWG NO. GBP/004

REFER TO
DWG NO. GBP/003

REFER TO
DWG NO. GBP/003

H3 PHASED OP EXTENT DATED 05 SEP 2017

H3 PHASED OP EXTENT DATED 05 SEP 2017



KEY PLAN 1:1500

BASEMENT 4 LAYOUT PLAN

B.O. REF : 7/4009/08
F.S.D. REF : FP 8/2343 WB
D.L.O. REF : DLO KW 37/KP1/KW SP PT6

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for DISTRICT LANDS OFFICER/KOWLOON WEST

STATEMENT II:
THE WORKS SHOWN ON THESE PLANS ARE TYPE II WORKS (BUILDING AMENDMENT)
In respect of which the Building Authority's consent is applied for

Amended Plan

Buildings Department

Rev	Description
–	AMENDMENT
A	AMENDMENT
B	AMENDMENT
C	AMENDMENT
D	AMENDMENT
E	AMENDMENT
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G	AMENDMENT
H	AMENDMENT
I	AMENDMENT

Rev	Drawn	Checked	Approved	Date
–	SZO	EDL	KW	07/10/13
A	SZO	EDL	KW	23/04/14
B	SZO	EDL	KW	23/12/14
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G	SZO	EDL	KW	24/03/17
H	SZO	EDL	KW	09/06/17
I	SZO	EDL	KW	06/09/17

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Plan Acceptable subject
to conditions
via F(27) Pt. 28
in DLOKW LM 36 REN TOA
31 MAR 2025
for District Lands Officer/KW

RONALD LU & PARTNERS
ARCHITECTS | PLANNERS | INTERIOR DESIGNERS

Ronald Lu & Partners (Hong Kong) Ltd.
呂元祥建築師事務所(香港)有限公司
33rd Floor, Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong
Tel : (852) 2891 2212
Fax : (852) 2834 5442

Project Title
PROPOSED HOTEL, OFFICE & RETAIL PODIUM REMODELING
AT NEW WORLD CENTRE, K.I.L. 9844,
NOS. 18-24, SALISBURY ROAD,
TSIM SHA TSUI, KOWLOON.

Drawing Title
BASEMENT 4
LAYOUT PLAN
(SHEET 2 OF 2)

Drawn By	SZO		07/10/13
Checked By	EDL		07/10/13
Approved By	KW		07/10/13

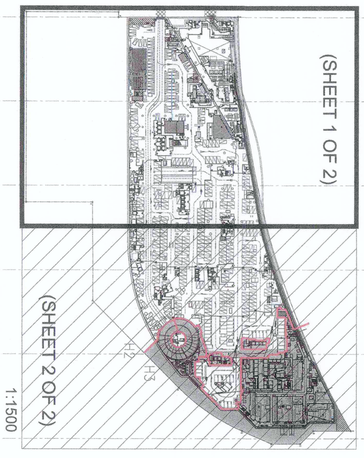
Project No. 12096KL — Issue Date 07 OCT 2013
Cad File No. : U:\DRAWING\SUB\CURRENT\GBP-004.dwg
SCALE : 1 : 200 @ A0 / 1:400 @ A2
Drawing No. : GBP-004

Authorised Person's Signature
LEUNG Ka-Man, Andy
Authorised Person (Architect)

Authority's / Client's Approval
Approved 打印的 Mode
Senior Building Surveyor
For BUILDING AUTHORITY
26 OCT 2017

Connection to basement of KIL 10978

A&A WORKS UNDER BD 2-3/4406/72/89 FOR HOTEL 1 (ICHK) FS TANK & PUMP ROOM WAS COMPLETED AND FORM BA14 WAS SUBMITTED DATED 10 JULY 2012



KEY PLAN 1:1500

BASEMENT 3 LAYOUT PLAN

REFER TO DWG NO. GBP/006

REFER TO DWG NO. GBP/006

B.O. REF : 2/4406/08
F.S.D. REF : FP 8/2/43 W
D.L.O. REF : DLO KW 57/KPI/KW SP PL6

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Amended Plan

Buildings Department

Rev	Description
-	AMENDMENT
A	AMENDMENT
B	AMENDMENT
C	AMENDMENT
D	AMENDMENT
E	AMENDMENT
F	AMENDMENT
G	AMENDMENT

Rev	Drawn	Checked	Approved	Date
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A	SZO	EDL	KW	21/05/14
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D	SZO	EDL	KW	08/04/16
E	SZO	EDL	KW	24/11/16
F	SZO	EDL	KW	24/03/17
G	SZO	EDL	KW	06/09/17

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Plan Acceptable subject to conditions via F(27) Pt. 28 in DLOKW L/M 34/REN 70A
31 MAR 2025
for District Lands Officer/KW

RONALD LU & PARTNERS
ARCHITECTS | PLANNERS | INTERIOR DESIGNERS
Ronald Lu & Partners (Hong Kong) Ltd.
呂元祥建築師事務所(香港)有限公司
33rd Floor, Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong
Tel : (852) 2891 2212
Fax : (852) 2834 5442

Project Title
PROPOSED HOTEL, OFFICE & RETAIL PODIUM REMODELING
AT NEW WORLD CENTRE, K.I.L. 9844, NOS. 18-24, SALISBURY ROAD, TSIM SHA TSUI, KOWLOON.

Drawing Title
BASEMENT 3 LAYOUT PLAN (SHEET 1 OF 2)

Drawn By	SZO		07/10/13
Checked By	EDL		07/10/13
Approved By	KW		07/10/13

Project No.	Issue Date
1209SKL	07 OCT 2013

Cad File No. : U:...\DRAWING\SUB\CURRENT\GBP-005.dwg
SCALE : 1 : 200 @ A0 / 1:400 @ A2
Drawing No. : GBP-005

Authorised Person's Signature
LEUNG Kit-Man, Kindy
Authorised Person (Architect)

Authority's / Client's Approval
Ronald FUNG Chi-kin
Senior Building Surveyor
for BUILDING AUTHORITY
26 OCT 2017

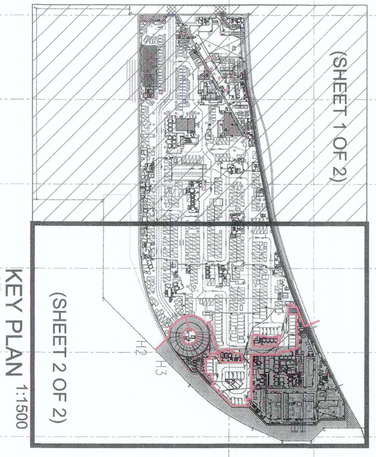
REFER TO DWG NO. GBP/005

REFER TO DWG NO. GBP/005

H2 PHASED OP EXTENT DATED 05 SEP 2017

H3 PHASED OP EXTENT DATED 05 SEP 2017

KEY PLAN 1:1500



BASEMENT 3 LAYOUT PLAN

B.D. REF : 2/4006/08
F.S.D. REF : FP 8/2543 WE
D.L.O. REF : DLO KW 57/KPT/KW (P Pt.5

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STATEMENT II:
THE WORKS SHOWN ON THES PLANS ARE TYPE II WORKS (BUILDING AMENDMENT)
in respect of which the Building Authority's consent is applied for

Amended Plan

Buildings Department

Rev	Description
-	AMENDMENT
A	AMENDMENT
B	AMENDMENT
C	AMENDMENT
D	AMENDMENT
E	AMENDMENT
F	AMENDMENT
G	AMENDMENT
H	AMENDMENT

Rev	Drawn	Checked	Approved	Date
-	SZO	EDL	KW	01/10/13
A	SZO	EDL	KW	22/04/14
B	SZO	EDL	KW	23/12/14
C	SZO	EDL	KW	01/05/15
D	SZO	EDL	KW	05/09/16
E	SZO	EDL	KW	13/07/16
F	SZO	EDL	KW	24/11/16
G	SZO	EDL	KW	24/03/17
H	SZO	EDL	KW	06/09/17

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RONALD LU & PARTNERS
ARCHITECTS | PLANNERS | INTERIOR DESIGNERS
Ronald Lu & Partners (Hong Kong) Ltd.
香港李華勳建築師事務所(香港)有限公司
33rd Floor, Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong

Tel : (852) 2891 2212
Fax : (852) 2834 5442

Project Title
PROPOSED HOTEL, OFFICE & RETAIL PODIUM REMODELING
AT NEW WORLD CENTRE, K.I.L. 9844, NOS. 18-24, SALISBURY ROAD, TSIM SHA TSUI, KOWLOON.

Drawing Title
BASEMENT 3 LAYOUT PLAN (SHEET 2 OF 2)

Drawn By	SZO	01/10/13
Checked By	EDL	01/10/13
Approved By	KW	01/10/13

Project No. 12096KL
Issue Date 07 OCT 2013
Cad File No. U:\DRAWINGS\SUB\CURRENT\GBP-006.dwg
SCALE 1 : 200 @ A0 / 1:400 @ A2
Drawing No. GBP-006

Authorised Person's Signature
LEUNG Ki-Man, Andy
Authorized Person (Architect)

Authority's / Client's Approval
Plan Approved
Ronald TUNG Man-kit
Senior Building Surveyor
For BUILDING AUTHORITY
20 OCT 2017

Plan Acceptable subject to conditions via F(27) Pt. 28 in DLOKW LM 34/RSN/70A
31 MAR 2025
for District Lands Officer/KW

LOT BOUNDRY

EXISTING E&M TO BE RETAINED

REFER TO DWG NO. GBP/008

BASEMENT 2 LAYOUT PLAN

KEY PLAN 1:1500

(SHEET 1 OF 2)

(SHEET 2 OF 2)

PART PLAN OF BASEMENT 2 MEZZANINE

REFER TO DWG NO. GBP/008

SUNKEN SLAB BY 250mm

B.O. REF : 2/A006/08
T.S.O. REF : FP 6/2343 YM
D.L.O. REF : DLO KW 57/KPT/KW BP PL6

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for DISTRICT LANDS OFFICER/KOWLOON WEST

STATEMENT I:
THE WORKS SHOWN ON THES. PLANS ARE TYPE II WORKS (BUILDING AMENDMENT)
in respect of which the Building Authority's consent is applied for

Amended Plan

Buildings Department

Rev	Description
-	AMENDMENT
A	AMENDMENT
B	AMENDMENT
C	AMENDMENT
D	AMENDMENT
E	AMENDMENT
F	AMENDMENT
G	AMENDMENT

Rev	Drawn	Checked	Approved	Date
-	SZO	EDL	KW	07/10/13
A	SZO	EDL	KW	23/04/14
B	SZO	EDL	KW	23/12/14
C	SZO	EDL	KW	07/08/15
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E	SZO	EDL	KW	24/11/16
F	SZO	EDL	KW	24/03/17
G	SZO	EDL	KW	06/09/17

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Plan Acceptable subject to conditions via F(27) Pt. 38 in DLOKW LM 34/REN 76A
11 MAR 2025
for District Lands Officer/KW

RONALD LU & PARTNERS
ARCHITECTS | PLANNERS | INTERIOR DESIGNERS
Ronald Lu & Partners (Hong Kong) Ltd.
呂元祥建築師事務所(香港)有限公司
33rd Floor, Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong
Tel : (852) 2891 2212
Fax : (852) 2834 5442

Project Title
PROPOSED HOTEL, OFFICE & RETAIL PODIUM REMODELING
AT NEW WORLD CENTRE, K.I.L. 9844,
NOS. 18-24, SALISBURY ROAD,
TSIM SHA TSUI, KOWLOON.

Drawing Title
BASEMENT 2 & BASEMENT 2 MEZZANINE LAYOUT PLAN (SHEET 1 OF 2)

Drawn By	SZO		07/10/13
Checked By	EDL		07/10/13
Approved By	KW		07/10/13

Project No.	Issue Date
1209BKL	07 OCT 2013
Cad File No. :	
U:...\DRAWING\SUB\CURRENT\GBP-007.dwg	
SCALE	
1 : 200 @ A0 / 1:400 @ A2	
Drawing No. :	
GBP-007	

Authorised Person's Signature
I hereby declare that the submission plan complies with the approved general building plans and the provisions of section 16(2)(b) of the Buildings Ordinance and the relevant building regulations in force thereof.
LEUNG Ki-Man, Andy
Authorized Person (Architect)

Authority's / Client's Approval
Plan Approved
Ronald FUNG Ming-kwong
Senior Building Surveyor
For BUILDING AUTHORITY
2 6 OCT 2017

REFER TO DWG NO. GBP/007

REFER TO DWG NO. GBP/007

PART PLAN OF BASEMENT 2 MEZZANINE

H3 PHASED OP EXTENT DATED 05 SEP 2017

H3 PHASED OP EXTENT DATED 05 SEP 2017

H3 PHASED OP EXTENT DATED 05 SEP 2017

PART PLAN OF STAIRCASE 1A

BASEMENT 2 LAYOUT PLAN

KEY PLAN 1:1500

(SHEET 1 OF 2)

(SHEET 2 OF 2)

H2 H3

□ - Office GFA (H3)

▨ - Hotel (H3) GFA

▨ - Hotel (H3) BOH

☒ - GFA deducted area

N

Plan Acceptable subject to conditions via F(27) Pt. 28 in DLOKW L/M 34 REN 78A

31 MAR 2025

for District Lands Officer/KW

B.D. REF : 2/0006/08
F.S.D. REF : FP 8/2343 VB
D.L.O. REF : DLO KW 37/NPT/KW BP PLS

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for DISTRICT LANDS OFFICER/KOWLOON WEST

STATEMENT II:
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Amended Plan

Buildings Department

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I	AMENDMENT

Rev	Drawn	Checked	Approved	Date
–	S20	EDL	KW	07/10/13
A	S20	EDL	KW	21/04/14
B	S20	EDL	KW	23/12/14
C	S20	EDL	KW	07/08/15
D	S20	EDL	KW	30/12/16
E	S20	EDL	KW	06/04/17
F	S20	EDL	KW	13/07/17
G	S20	EDL	KW	24/11/17
H	S20	EDL	KW	24/05/18
I	S20	EDL	KW	06/09/18

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RONALD LU & PARTNERS
ARCHITECTS | PLANNERS | INTERIOR DESIGNERS
Ronald Lu & Partners (Hong Kong) Ltd.
呂元祥建築師事務所(香港)有限公司
33rd Floor, Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong
Tel : (852) 2891 2212
Fax : (852) 2834 5442

Project Title
PROPOSED HOTEL, OFFICE & RETAIL PODIUM REMODELING
AT NEW WORLD CENTRE, K.I.L. 9844, NOS. 18–24, SALISBURY ROAD, TSIM SHA TSUI, KOWLOON.

Drawing Title
BASEMENT 2 & BASEMENT 2 MEZZANINE LAYOUT PLAN (SHEET 2 OF 2)

Drawn By	S20		07/10/13
Checked By	EDL		07/10/13
Approved By	KW		07/10/13

Project No. : 12096KL
Issue Date : 07 OCT 2013
Cad File No. : U:...\DRAWING\SUBT\CURRENT_GBP-008.dwg
SCALE : 1:200 @ A0 / 1:400 @ A2
Drawing No. : GBP-008

Authorised Person's Signature

LEUNG Kit-Man, Anny
Authorised Person (Architect)

Authority's / Client's Approval

Plan Approved

Ronald FUNG Siu-Ho
Senior Building Surveyor
For BUILDING AUTHORITY

26 OCT 2017

B.D. REF : 2/4006/08
T.S.D. REF : FP 8/2343 VIII
D.L.O. REF : DLO KW 57/KPT/KW BP PLB

CERTIFIED TRUE COPY
( )
for DISTRICT LANDS OFFICER/KOWLOON WEST

STATEMENT II:
THE WORKS SHOWN ON THESE PLANS ARE TYPE II WORKS (BUILDING AMENDMENT)
in respect of which the Building Authority's consent is applied for

Amended Plan

Buildings Department

Rev	Description
-	AMENDMENT
A	AMENDMENT
B	AMENDMENT
C	AMENDMENT
D	AMENDMENT
E	AMENDMENT
F	AMENDMENT
G	AMENDMENT
H	AMENDMENT
I	AMENDMENT

Rev	Drawn	Checked	Approved	Date
-	SZO	EDL	KW	07/10/13
A	SZO	EDL	KW	23/04/14
B	SZO	EDL	KW	15/09/14
C	SZO	EDL	KW	23/12/14
D	SZO	EDL	KW	01/09/15
E	SZO	EDL	KW	30/12/15
F	SZO	EDL	KW	08/04/16
G	SZO	EDL	KW	24/01/17
H	SZO	EDL	KW	24/03/17
I	SZO	EDL	KW	04/09/17

Check all measurements on site.Do not scale off drawings. All works shall be carried out in accordance with the Specification and any discrepancies are to be immediately reported to the Architect.
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ARCHITECTS | PLANNERS | INTERIOR DESIGNERS
Ronald Lu & Partners (Hong Kong) Ltd.
呂元祥建築師事務所(香港)有限公司
33rd Floor, Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong.
Tel : (852) 2891 2212
Fax : (852) 2834 5442

Project Title
PROPOSED HOTEL, OFFICE & RETAIL PODIUM REMODELING
AT NEW WORLD CENTRE, K.I.L. 9844, NOS. 18-24, SALISBURY ROAD, TSIM SHA TSUI, KOWLOON.

Drawing Title
BASEMENT 1 LAYOUT PLAN (SHEET 1 OF 2)

Drawn By	SZO	07/10/13
Checked By	EDL	07/10/13
Approved By	KW	07/10/13

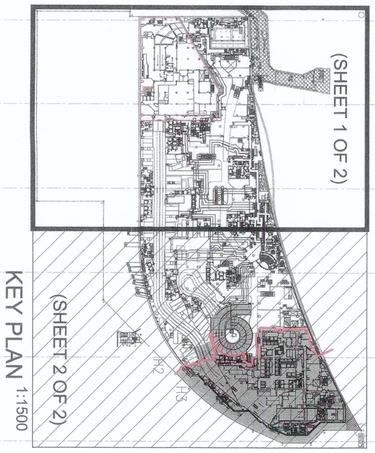
Project No. 1209KKL
Issue Date : 07 OCT 2013
Cad File No. \...\DRAWING\SUB\CURRENT\ GBP-011.dwg
SCALE : 1:200 @ A0 / 1:400 @ A2
Drawing No. GBP-011

Authorised Person's Signature
I hereby certify that the plans and particulars comply with the requirements of the Buildings Ordinance and its subsidiary regulations in force.
LEUNG Hei-Man, Arthur
Authorised Person (Architect)

Authority's / Client's Approval
Plan Approved
Yukon FUNG Man-ho
for BUILDING AUTHORITY
26 OCT 2017

Plan Acceptable subject to conditions via F(27) Pt. 28 in DLOKW LM 34 REN 70A
31 MAR 2025
for District Lands Officer/KW

KEY PLAN 1:1500



BASEMENT 1 LAYOUT PLAN

REFER TO DWG NO. GBP/012

REFER TO DWG NO. GBP/012

CHK DEMARCATION PER 2011/0029

Plotted By
Plotted On

REFER TO DWG NO. GBP/011

REFER TO DWG NO. GBP/011

PART PLAN OF STAIRHOUSE SS-03

PART PLAN OF STAIRHOUSE SS-10

H3 PHASED OP EXTENT DATED 05 SEP 2017

H3 PHASED OP EXTENT DATED 05 SEP 2017

NBA PHR area

NORTHINGS
EASTINGS

N

KEY PLAN 1:1500

(SHEET 1 OF 2)

(SHEET 2 OF 2)

H2

H3

BASEMENT 1 LAYOUT PLAN

B.D. REF : 2/4026/08
F.S.D. REF : FP 9/2343 'W'
D.L.O. REF : DLO KW 57/KP1/KW BP PL6

CERTIFIED TRUE COPY
( )
for DISTRICT LANDS OFFICER/KOWLOON WEST

STATEMENT II:
THE WORKS SHOWN ON THES: PLANS ARE TYPE II WORKS (BUILDING AMENDMENT)
In respect of which the Building Authority's consent is applied for

Amended Plan

Buildings Department

Rev	Description
-	AMENDMENT
A	AMENDMENT
B	AMENDMENT
C	AMENDMENT
D	AMENDMENT
E	AMENDMENT
F	AMENDMENT
G	AMENDMENT
H	AMENDMENT
I	AMENDMENT

Rev	Drawn	Checked	Approved	Date
-	SZO	EDL	KW	07/10/13
A	SZO	EDL	KW	23/08/14
B	SZO	EDL	KW	23/12/14
C	SZO	EDL	KW	01/08/15
D	SZO	EDL	KW	30/12/15
E	SZO	EDL	KW	08/04/16
F	SZO	EDL	KW	13/07/16
G	SZO	EDL	KW	24/11/16
H	SZO	EDL	KW	24/10/17
I	SZO	EDL	KW	06/09/17

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RONALD LU & PARTNERS
ARCHITECTS | PLANNERS | INTERIOR DESIGNERS
Ronald Lu & Partners (Hong Kong) Ltd.
呂元祥建築師事務所(香港)有限公司
33rd Floor, Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong.
Tel : (852) 2891 2212
Fax : (852) 2834 5442

Project Title
PROPOSED HOTEL, OFFICE & RETAIL PODIUM REMODELING
AT NEW WORLD CENTRE, K.I.L. 9844, NOS. 18-24, SALISBURY ROAD, TSIM SHA TSUI, KOWLOON.

Drawing Title
BASEMENT 1 LAYOUT PLAN (SHEET 2 OF 2)

Drawn By	SZO	07/10/13
Checked By	EDL	07/10/13
Approved By	KW	07/10/13

Project No.	Issue Date
12096KL	07 OCT. 2013
Cad File No.	
U:\DRAWING\SUBT\CURRENT\GBP-012.dwg	
SCALE : 1 : 200 @ A0 / 1:400 @ A2	
Drawing No.	
GBP-012	

Plan Acceptable subject to conditions via F(2) Pt. 28 in DLOKW LM 36/REN 7DA
31 MAR 2025
for District Lands Officer/KW

Authorised Person's Signature
LEUNG Kai-Man, Andy
Authorized Person (Architect)

Authority's / Client's Approval
This Approved
Ronald FUNG Siu-tong
Senior Building Surveyor
For BUILDING AUTHORITY
2 0 OCT 2017

E&I REF : 12/005/09
BP REF : 2-3/4400/72/86
D.O. REF : DO/KW 2/3/01/KW 9P P.6

CERTIFIED TRUE COPY
for DISTRICT LANDS OFFICER/KOWLOON WEST

STATEMENT to
THE WORKS SHOWN ON THES
PLANS ARE TYPE III WORKS
(BUILDING AMENDMENT)
in respect of which the Building Authority's
consent is applied for

Amended Plan

Buildings Department

Rev	Description	Checked	Approved	Date
A	AMENDMENT	EDL	KW	01/10/13
B	AMENDMENT	EDL	KW	15/08/13
C	AMENDMENT	EDL	KW	19/08/13
D	AMENDMENT	EDL	KW	27/08/13
E	AMENDMENT	EDL	KW	30/08/13
F	AMENDMENT	EDL	KW	04/09/13
G	AMENDMENT	EDL	KW	24/09/13
H	AMENDMENT	EDL	KW	01/10/13
I	AMENDMENT	EDL	KW	02/10/13
J	AMENDMENT	EDL	KW	04/10/13
K	AMENDMENT	EDL	KW	07/10/13
L	AMENDMENT	EDL	KW	08/10/13

Rev	Drawn	Checked	Approved	Date
A	SZO	EDL	KW	01/10/13
B	SZO	EDL	KW	15/08/13
C	SZO	EDL	KW	19/08/13
D	SZO	EDL	KW	27/08/13
E	SZO	EDL	KW	30/08/13
F	SZO	EDL	KW	04/09/13
G	SZO	EDL	KW	24/09/13
H	SZO	EDL	KW	01/10/13
I	SZO	EDL	KW	02/10/13
J	SZO	EDL	KW	04/10/13
K	SZO	EDL	KW	07/10/13
L	SZO	EDL	KW	08/10/13

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RONALD LU & PARTNERS
羅永仁建築師事務所(香港)有限公司
Architects | Interior Designers
香港九龍尖沙咀東部科學館道14號
新文化中心A座33樓
33rd Floor, Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong
Tel : (852) 2851 2212
Fax : (852) 2576 4442

PROPOSED HOTEL, OFFICE & RETAIL PODIUM REMODELING
AT NEW WORLD CENTRE, K.I.L. 9844, No. 18 SALISBURY ROAD, TSIM SHA TSUI, KOWLOON

Drawing Title
H2 & H3 GROUND FLOOR (PODIUM) PLAN (SHEET 1 OF 2)

Drawn By	SZO	01/10/13
Checked By	EDL	01/10/13
Approved By	KW	02/10/13

Project No. 120890 Issue Date 07 OCT 2013
Dgn. File No. H:\120890\Arch\Current\GBP-013.dwg
SCALE : 1 : 200 @ A0 / 1:400 @ A2
Drawing No. GBP-013

Authorised Person's Signature
LEUNG Ka Man, Amy
Authorised Person (Architect)

Architect's / Client's Approval
Ronald KONG Limited
Former Building Surveyor
Private Building Section

Plan Acceptable subject to conditions via FC(1) Pt. 28 in DLO/KW 土地主任/長沙灣及西九A
31 MAR 2025
for District Lands Officer/KW

REFER TO DWG NO. GBP/013

KEY PLAN 1:1500

(SHEET 1 OF 2)

(SHEET 2 OF 2)

B.L.

1 CRESCENT PLANTER SECTION
SCALE 1:100

SALISBURY ROAD
梳士巴利道
(MEAN STREET LEVEL +4.45)

vehicular lifts

EXISTING PLANTER

STAINLESS STEEL COVER (UNDER SEPARATED SUBMISSION)

UNDER SEPARATE A&A SUBMISSION BD REF : 2-3/4400/72/91

BD ACKNOWLEDGEMENT ON BA14 DATED 06 MAR 2015

EXISTING ICHK
(NOT FOR APPROVAL)

EXISTING BUILDING WITH A&A SUBMITTED UNDER
[BD REF:BD 2-3/4400/72/86]

THOROUGHFARE FOR CINEMA FIRE ESCAPE

PRECAST CLADDING BALUSTRADE

A&A WORKS UNDER SEPARATE SUBMISSION

REFER TO DWG NO. GBP/014

B.D. REF : 2/4008/08
F.S.D. REF : FP 8/2343 VIII
D.L.O. REF : DLO KW 57/KPT/KW BP PL6

REFER TO DWG NO. GBP/013

REFER TO DWG NO. GBP/013

SALISBURY ROAD

EXISTING SUBWAY

EXISTING SUBWAY

PEDESTRIAN STREET 4.5M WIDE

OPEN SPACE ON OUTLINE ZONING PLAN DESIGNATED AS PROMENADE

KEY PLAN 1:1500

(SHEET 1 OF 2)

(SHEET 2 OF 2)

Plan Acceptable subject to conditions via F(27) Pt. 28 in DLOKW LM 34 REN TOA

31 MAR 2025

for District Lands Officer/KW

CERTIFIED TRUE COPY

( )

for DISTRICT LANDS OFFICER/KOWLOON WEST

STATEMENT II:
THE WORKS SHOWN ON THES: PLANS ARE TYPE II WORKS (BUILDING AMENDMENT)
in respect of which the Building Authority's consent is applied for

Amended Plan

Buildings Department

Rev	Description
–	AMENDMENT
A	AMENDMENT
B	AMENDMENT
C	AMENDMENT
D	AMENDMENT
E	AMENDMENT
F	AMENDMENT
G	AMENDMENT
H	AMENDMENT
I	AMENDMENT
J	AMENDMENT
K	AMENDMENT
L	AMENDMENT

Rev	Drawn	Checked	Approved	Date
–	SZO	EDL	KW	07/10/13
A	SZO	EDL	KW	23/04/14
B	SZO	EDL	KW	23/12/14
C	SZO	EDL	KW	27/03/15
D	SZO	EDL	KW	15/09/15
E	SZO	EDL	KW	07/08/15
F	SZO	EDL	KW	30/12/15
G	SZO	EDL	KW	08/04/16
H	SZO	EDL	KW	13/07/16
I	SZO	EDL	KW	24/11/16
J	SZO	EDL	KW	08/01/17
K	SZO	EDL	KW	24/03/17
L	SZO	EDL	KW	06/09/17

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ARCHITECTS | PLANNERS | INTERIOR DESIGNERS
Ronald Lu & Partners (Hong Kong) Ltd.
呂元祥建筑師事務所(香港)有限公司
33rd Floor, Wu Chung House,
213 Queen's Road East,
Wanchai, Hong Kong
Tel : (852) 2891 2212
Fax : (852) 2834 5442

Project Title
PROPOSED HOTEL, OFFICE & RETAIL PODIUM REMODELING
AT NEW WORLD CENTRE, K.I.L. 9844, NOS. 18-24, SALISBURY ROAD, TSIM SHA TSUI, KOWLOON.

Drawing Title
H2 & H3 GROUND FLOOR LAYOUT PLAN (SHEET 2 OF 2)

Drawn By	SZO	07/10/13
Checked By	EDL	07/10/13
Approved By	KW	07/10/13

Project No. : 1209BKL
Issue Date : 07 OCT 2013
Cad File No. : V:\DRAWING\SUB\CURRENT\GBP-014.dwg
SCALE : 1 : 200 @ A0 / 1:400 @ A2
Drawing No. : GBP-014

Authorised Person's Signature
LEUNG Hit-Man, Amy
Authorised Person (Architect)

Authority's / Client's Approval
Plan Approved
Ronald FENG Man
Senior Building Surveyor
For BUILDING AUTHORITY
26 OCT 2017