

PLANNING LIMITED
規劃顧問有限公司

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By Email & By Hand

Our Ref: S3172/LTTM/25/007Lg

7 May 2026

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

Dear Sir/Madam,

**Proposed Residential Development (Flat) with Shop and Services Use
and Minor Relaxation of Plot Ratio and Building Height Restrictions
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and
the adjoining Government Land, Lam Tei, Tuen Mun
(Planning Application No. A/TM-LTYY/502)**

- Further Information No. 4 -

Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB") on 9 September 2025 and the comments received from the Tuen Mun and Yuen Long West District Planning Office between 4 May 2026 and 6 May 2026.

In response to the departmental comments received, please find attached the Further Information ("F.I.") submission. The submission document consists of:

Response-to-Comment Table

- Appendix I Updated Architectural Drawings
- Appendix II Replacement Pages of Visual Impact Assessment
- Appendix III Updated Landscape Drawings
- Appendix IV Replacement Pages of Noise Impact Assessment
- Appendix V Replacement Pages of Air Quality Impact Assessment
- Appendix VI Replacement Pages of Traffic Impact Assessment
- Appendix VII Replacement Pages of the Supporting Planning Statement

The Applicant has tried to utilise the developable land as far as practicable. Accommodating structures underneath the viaduct is subject to different constraints, thus the Applicant proposed to place carparking spaces, motorcycle parking spaces, loading/unloading spaces and bicycle parking spaces underneath the viaduct to minimise any potential disturbance to Tuen Ma Line. Furthermore, the residential tower sets back away from the viaduct as far as possible to minimise any potential impact.



Our Ref: S3172/LTTM/25/007Lg
Date: 7 May 2026



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Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at [REDACTED] or Mr Wilson Man at [REDACTED]

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

A handwritten signature in black ink, appearing to be 'Gladys Ng', written over a horizontal line.

Gladys Ng

Encl. (4 hard copies)

cc. TM&YLW DPO – Ms Kennie Liu / Mr Steven Ma / Ms Lam Yan (By Email) w/e
the Applicant & Team

GN/MM/vy

**Proposed Residential Development (Flat) with Shop and Services Uses
with Minor Relaxation of Plot Ratio and Building Height Restrictions
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and
adjoining Government Land**

(Planning Application No. A/TM-LTY/502)

Further Information No. 4

Response-to-Comment Table

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Comments	Response
<u>Comments from the Tuen Mun and Yuen Long West District Planning Office, Planning Department:</u> (Contact Person: Mr. Steven MA, Tel: 2158 6306) <u>RtoC</u> 1. Please clarify if the applicant intends to address the comments provided by DSD in detailed design stage of the project. <u>Architectural Drawings / Layout</u> <i>Solid Balustrade/ Solid Wall/ Noise Barrier</i> 2. A noise barrier on 2/F is shown on the proposed diagrammatic section (Drawing SP-43-02B refers). However, such feature is not visible in the floor plan for 2/F. Please clarify. 3. In the revised NIA, a 1.5-m high “solid wall” and a 2-m high “solid balustrade” are proposed as mitigation measures on 3/F (Figure 6.1a in NIA refers). However, both features are not presented in the Architectural Drawings. Please clarify. <i>Area Beyond the Development Site but within the Application Site</i> 4. Your response in FI2 submitted on 9.2.2026 refers in which the applicant had previously stated that ‘<i>there is no proposed use nor floor area within the area beyond the Development Site but within</i>	Noted. In response to the comments from the Drainage Services Department, a separate submission will be provided in detailed design stage. The section drawing has been updated and the noise barrier has been indicated in 2/F and 3/F layout plan. Please refer to the schematic architectural drawings in Appendix I. Architectural Drawings have been updated and the 1.5m (H) solid wall and 2m (H) solid balustrade have been indicated in the Architectural Drawings. Please refer to the drawings attached in Appendix I. Please be advised that the area falls outside the Development Site but within the area of Site Boundary under lease (which is located under the viaduct) would be proposed for carparking spaces, motorcycle parking

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Comments	Response
<i>the area of 'Site Boundary under Lease'". It is noted that the concerned area is now partially taken up by proposed visitor carparking space, motorcycle parking spaces, loading/unloading space and bicycle parking spaces. Please clarify if the previous statement in FI2 remains valid and the use(s) without indication within the concerned area in your latest layout.</i>	spaces, loading/unloading spaces and bicycle parking spaces as shown in the layout plan (Appendix I refers). The Applicant would be responsible for managing and maintaining under the lease. It is also the understanding by the Applicant that public road, cycling track and pavement near/abutting the Site to be provided/improved, as identified in the Traffic Impact Assessment, shall be constructed by the Applicant and handed over to the Government upon completion. Details will be confirmed with the Lands Department in the land exchange application.
5. Please advise if the grave located to the north of the proposed bicycle parking spaces within the application site will be affected by the proposed development.	Please be advised that the grave located to the north of the proposed bicycle parking spaces will not be affected by the Proposed Development. As shown in the layout plan, no structures/ parking spaces would be proposed on the grave area.
6. In the TIA, noted that a 2.5m-wide access route to cycle track is proposed along the northern boundary of the Development Site. In the Landscape Drawings, that same grave was partially removed. Please clarify if the existing grave located at the northwestern corner of the Development Site will be affected.	Noted. It is confirmed that the proposed 2.5m wide access route to the cycle track will not conflict with the existing grave (Appendix I refers). Moreover, relevant plans in the LMP report have been updated to show the locations of the existing graves.
<u>VIA</u> 7. The applicant now confirms the 3-storys structure beneath the residential tower is a podium (Paragraph 1(c) in P.7 of the RtoC refers). However, Table 3.1 remains stated that both approved	Noted. Table 3.1 has been updated accordingly (Appendix II refers).

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scheme and proposed scheme would not include a podium. Please clarify. 8. As the provision of podium, solid wall and solid balustrade are proposed as environmental mitigation measures, please list both design features in Figures 3.2/3.3 where appropriate. 9. According to the revised TIA, a sperate access to cycle track is provided at the northeastern part of the site. However, in Figure 3.3 of the VIA, such access is not visible. Please clarify.	Noted. The solid wall and solid balustrade have been indicated on both Figures 3.2 and 3.3 where they are visible on the graphic (Appendix II refers). Noted. Figure 3.3 has been updated to show the separate access for the cycle track (Appendix II refers).
<u>Landscape Drawings</u> 10. In the revised TIA, a new access route along the eastern portion of the bicycle parking spaces is proposed. However, in Figures 5.3 and 8.1 of the Landscape Drawings, the same area is marked as greening area. Please clarify.	Noted. Figures 5.3 and 8.1 have been updated to show the separate access for the cycle track. Please note the previous iteration of Figure 8.1 (revision B) included an additional 17.5m² of countable green coverage (covered area with a reduction factor of 50%). This area was allowed as buffer for actual site conditions. With the removal of the concerned greening area to accommodate the footpath to the cycle parking the green coverage calculation still meets the 470 m² (21.4%) figure quoted in Figure 8.1. (Appendix III refers).
<u>NIA</u> 11. Appendix 6.1 refers. The proposed mitigation of a 2-m high solid balustrade is missing.	Noted. Appendix 4.6 and Appendix 6.1 have been revised accordingly (Appendix IV refers).

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Comments	Response
<u>Others</u> 12. The applicant is reminded to revise/update the supporting planning statement to include all changes/revision made across different assessments.	A Consolidated Supporting Planning Statement will be provided to reflect all changes/revisions made across different assessments in due course.
<u>Comments from the Environmental Protection Department:</u> (Contact Person: Miss CHAN Ying Tung, Tiffany, Tel: 2835 1600) <u>EPD Noise Comments</u> 1. As previously mentioned, we have conducted a rough on-site measurement. The measurement result indicates the SEL of structure-reradiated noise at ~8m from the TML enclosed viaduct was ~78 dB, and is over 75 dB when corrected to 25m. The overall noise level differs by several decibels from the noise level predicted by CadnaA at the representative NSRs, suggesting a potential underestimation of structure-reradiated noise, and consequently, potential underestimation of the overall noise impact in the current model. 2. We recommend (1) to conduct an on-site measurement, especially to assess the structure-reradiated noise from the enclosed viaduct; and (2) to supplement the rail noise impact assessment with manual	It is confirmed that on-site noise measurement for obtaining the rail noise source term and assumptions (especially for the enclosed viaduct) will be conducted at the level of first-floor or second-floor residential unit as early as practicable in the next stage (i.e. the construction period). As such, the measured rail noise source term and assumptions will be adopted in the upcoming NIA report for supporting the building layout of the Proposed Development in the next stage. Should the measured data of the future on-site measurements reveal deviations from the predicted noise level, a contingency plan of implementation of additional noise mitigation measures such as acoustic fins and sound absorption material, acoustic window (baffle type) or enhanced acoustic balcony (baffle type), etc. will be reviewed and considered in the next stage. Please refer to S4.8.1 accordingly (Appendix IV refers). As mentioned above, on-site noise measurement will be conducted as early as practicable during the construction period to supplement the rail noise impact assessment in the upcoming NIA report in the next stage. It

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Comments	Response
calculation using Excel spreadsheet, following the CRN methodology.	is clarified that the CRN methodology is being adopted in the current noise model. Nevertheless, the use of manual calculation using Excel spreadsheet will be reviewed in the upcoming NIA report.
Re. our previous comments on the revised NIA report (version dated 15 April 2026).	
3. As discussed with applicant's consultant / Ramboll who prepared the NIA report, we understand that a comprehensive on-site rail noise measurement at this stage seems infeasible due to the site constraints and limitations. Therefore, <u>the applicant shall commit in the EA to carrying out on-site noise measurement at approximate level of first-floor residential unit to support the layout of the Proposed Development as early as practicable during the construction period, and should future on-site measurements reveal deviations from the predicted noise level, a contingency plan for implementation of additional noise mitigation measures (NMMs), such as acoustic fins and sound absorption material, acoustic windows, or enhanced acoustic balconies etc. will be reviewed and considered in the next stage.</u>	As mentioned above, it is confirmed that on-site noise measurement for obtaining the rail noise source term and assumptions (especially for the enclosed viaduct) will be conducted at the level of first-floor or second-floor residential as early as practicable during the construction period.
4. For acceptance of the EA report, the applicant and their consultant please address the following key elements to ensure technical completeness and compliance:	Noted.
(i) Please further elaborate in the EA report the contingency of implementation of additional NMMs. As previously advised (RtC#16b, EPD's comments), the consultant shall	Noted. Please refer to S4.8.1 of the NIA report accordingly (Appendix IV refers).

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supplement the assumed performance of the proposed acoustic windows and enhanced acoustic balconies by referencing comparable planning case(s), such as the Residential Development at Kam Sheung Road Station. Appropriate correction should be applied to the referenced case results to account for differences in room size and configuration specific to this Development. (ii) The EA report shall also commit to conduct on-site rail noise measurement at the level of first or second residential floors to obtain the rail noise source term and assumptions used for calculation of rail noise for upcoming NIA submission. Should mitigation measures of acoustic windows and enhanced acoustic balconies are required, laboratory or mock-up test shall also be conducted to prove the effectiveness of such measures. A verification noise measurement shall also be carried out <u>upon completion of the residential units</u> to verify the effectiveness of the noise mitigation measures.	Noted. Please refer to S4.8.1 of the NIA report accordingly (Appendix IV refers).
<u>Comments from the Urban Design Unit, Urban Design & Landscape Section, Planning Department:</u> (Contact Person: Mr. Jason KO, Tel: 3565 3941) 1. We have no adverse comments on the application from urban design and visual perspectives;	Noted.

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<u>Urban Design</u> 2. The subject site (the Site) is located to the north of Tuen Mun New Town. It is sandwiched by Castle Peak Road – Lam Tei to its east and MTR Tuen Ma Line and Light Rail to its west. The surrounding areas are characterized by existing/planned low to high-rise residential developments with building heights (BHs) up to about 160mPD. The proposed development with a proposed BH of about 74.425mPD (i.e. an increase of 9.975m or one storey as compared to the last approved application No. A/TM-LTTY/426) is considered not incompatible with the surrounding developments in the wider context in terms of BH; 3. While maintaining a single-block design as the last approved scheme, most of the design/mitigation measures are retained under the current proposal (including the building setbacks, and landscaping/greening measures), which are considered to have urban design merits; and <u>Visual</u> 4. A Visual Impact Assessment (VIA) has been submitted by the applicant which concludes that significant adverse visual impacts are not anticipated. Based on the findings of the VIA, we have no adverse comments on the application from visual perspective 5. For the replacement pages of VIA, some observations/ comments are provided below:	Noted. Noted. Noted. Noted.

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Comments	Response
(i) Table 3.1 – under ‘podium’ row, the description should be “3-storey podium” instead of “no podium”; (ii) Table 3.1 - for the proposed setbacks, the measurements should be from “development boundary” instead of “application site boundary”; 6. Regarding the Section Plan in Figure SP-43-02B, the residential tower facing Castle Peak Road - Lam Tei should be align with the podium façade below. The Consultant should review and rectify the drawing accordingly.	Noted. The text has been updated accordingly (Appendix II refers). Noted. The text has been updated accordingly (Appendix II refers). Noted. Please be clarified that the Section Plan is for indicative purpose only. To avoid confusion, the building line has been supplemented.
<u>Comments from the Environmental Protection Department :</u> (Contact Person: Miss CHAN Ying Tung, Tiffany , Tel: 2835 1600) <u>Air Quality comments</u> 1. Section 5.2.1: Please continue to follow up and provide TD’s endorsement on the traffic data once available. 2. Section 5.11.1 Please supplement the time that the on-site odour survey was carried out on 31 October 2025 and 22 January 2026, whether the roast pig factory was in operation by that time. 3. Appendices: Please revise “Fu Tai Estate Public Transport Interchange” to “Fu Tai Estate Bus Terminus” accordingly.	Noted. TD’s endorsement has been provided in Appendix 5.7 and it is confirmed that the traffic forecasts for the assessment have been produced strictly in accordance with the methodology (Appendix V refers). Noted. It is confirmed that the on-site odour surveys were conducted on 31 October 2025 at 2pm and 22 January 2026 at 10am, both during normal working hours on workdays. No odour arisen from the roast pig factory was observed during operational periods. Noted and revised accordingly.

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Further Information No. 4

Comments	Response

Consolidated by: **KTA Planning Limited**

Date: **7 May 2026**

List of Appendices

Appendix I Updated Architectural Drawings

Appendix II Replacement Pages of the Visual Impact Assessment

Appendix III Updated Landscape Drawings

Appendix IV Replacement Pages of the Noise Impact Assessment

Appendix V Replacement Pages of the Air Quality Impact Assessment

Appendix VI Replacement Pages of the Traffic Impact Assessment

Appendix VII Replacement Pages of the Supporting Planning Statement

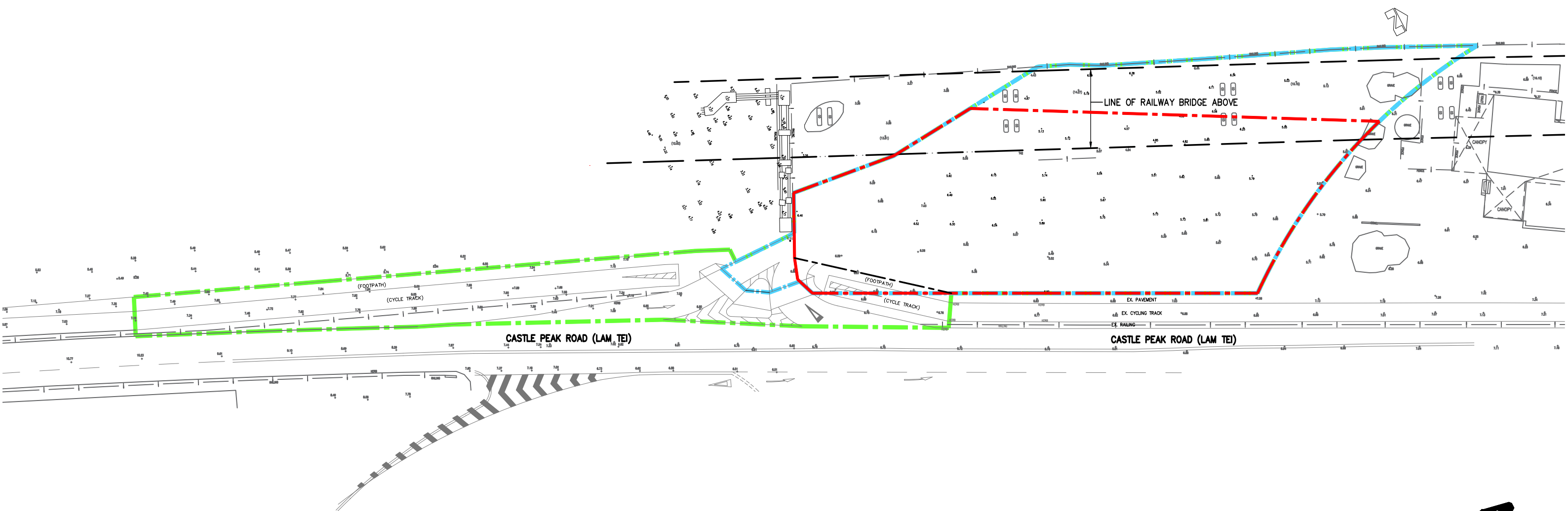
**Proposed Residential Development (Flat) with Shop and Services Uses
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Further Information No. 4

Appendix I

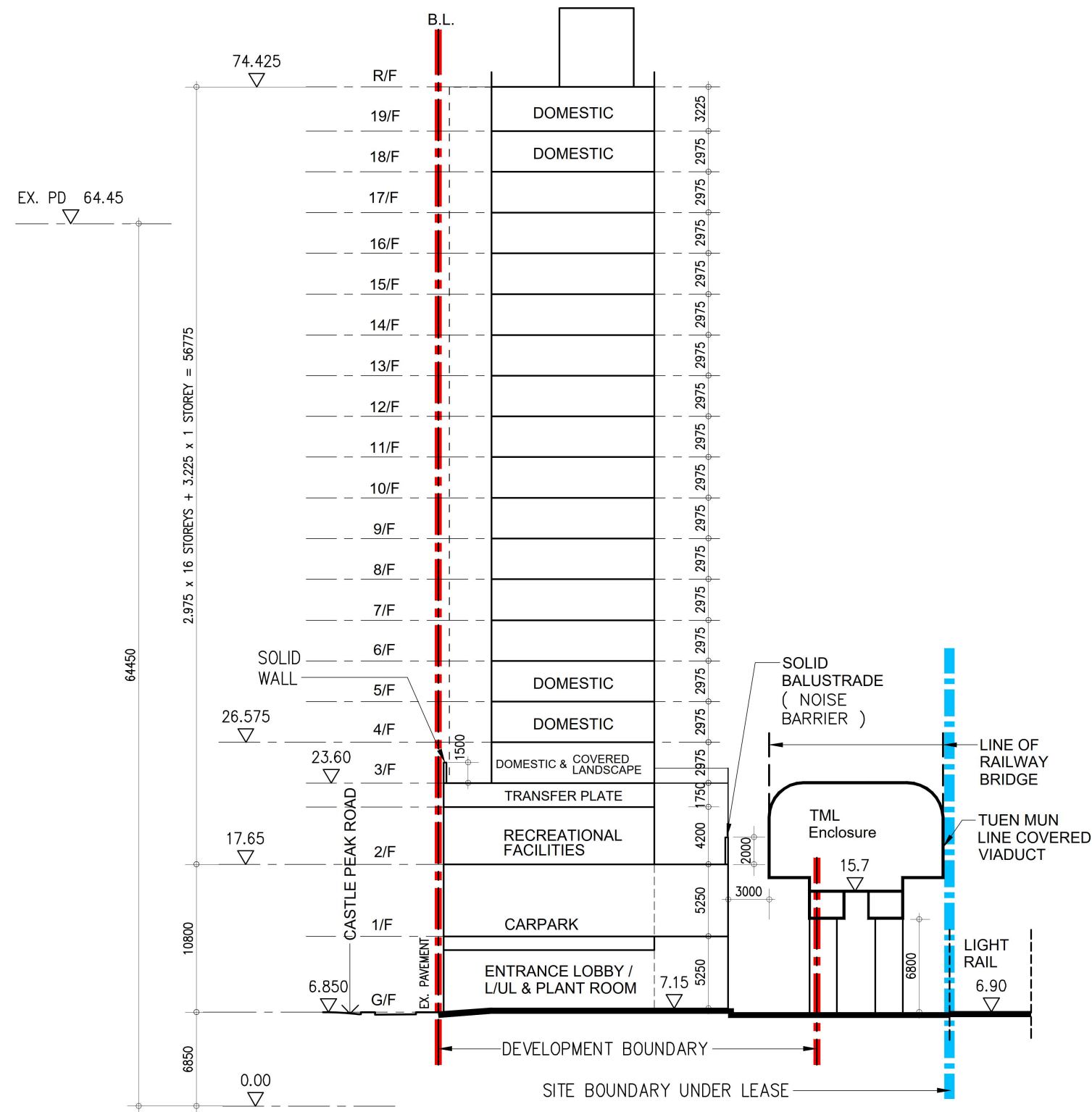
Updated Architectural Drawings



- DEVELOPMENT BOUNDARY
- SITE BOUNDARY UNDER LEASE
- APPLICATION BOUNDARY

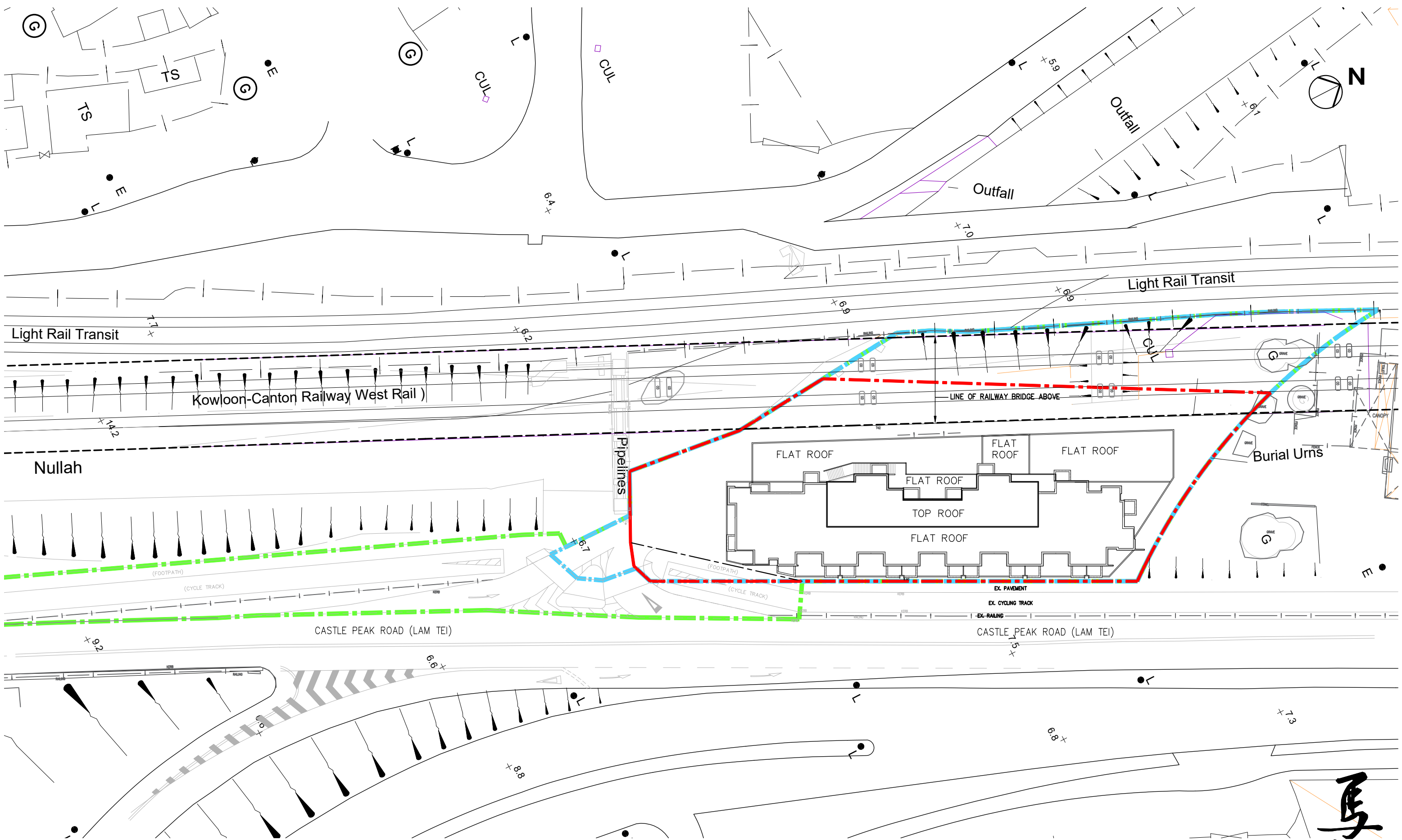
PROPOSED RESIDENTIAL DEVELOPMENT WITH SHOP AND SERVICES

--- DEVELOPMENT BOUNDARY
--- SITE BOUNDARY UNDER LEASE



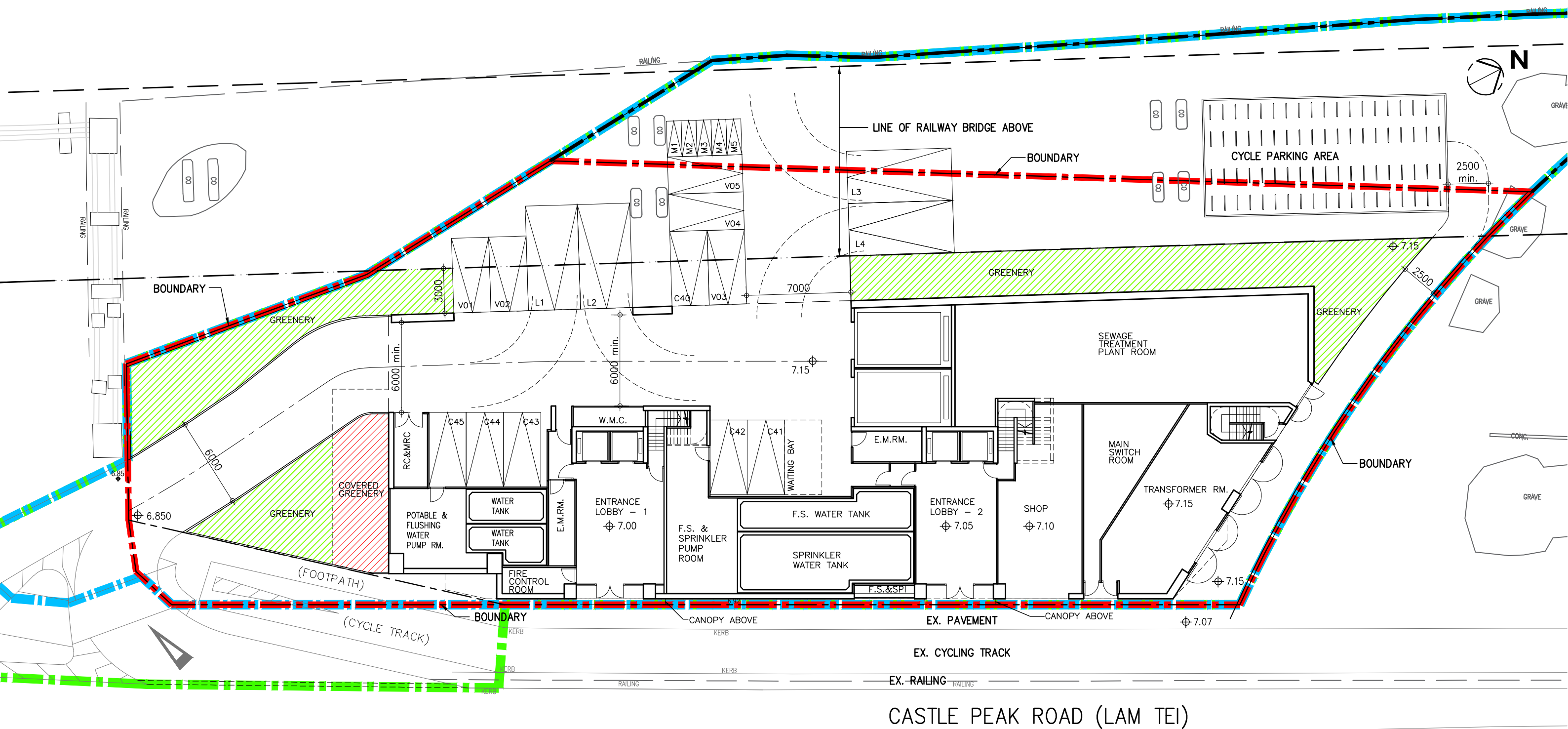
PROPOSED DIAGRAMMATIC SECTION





BLOCK PLAN

- — — — — DEVELOPMENT BOUNDARY
- — — — — SITE BOUNDARY UNDER LEASE
- — — — — APPLICATION BOUNDARY



GROUND FLOOR PLAN

NOS. OF LORRY PARKING = 4
 NOS. OF PRIVATE CAR PARKING = 6
 NOS. OF MOTOR-CYCLE PARKING = 5
 NOS. OF VISITOR'S CARPARK = 5
 NOS. OF CYCLE PARKING = 76

--- DEVELOPMENT BOUNDARY
 --- SITE BOUNDARY UNDER LEASE
 --- APPLICATION BOUNDARY

GREENERY
 COVERED GREENERY
 DOUBLE DECK CAR PARKING
 BICYCLE PARKING SPACE

MLA
 ARCHITECTS (HK) LTD
 馬樂建築師事務所 (香港) 有限公司

馬樂

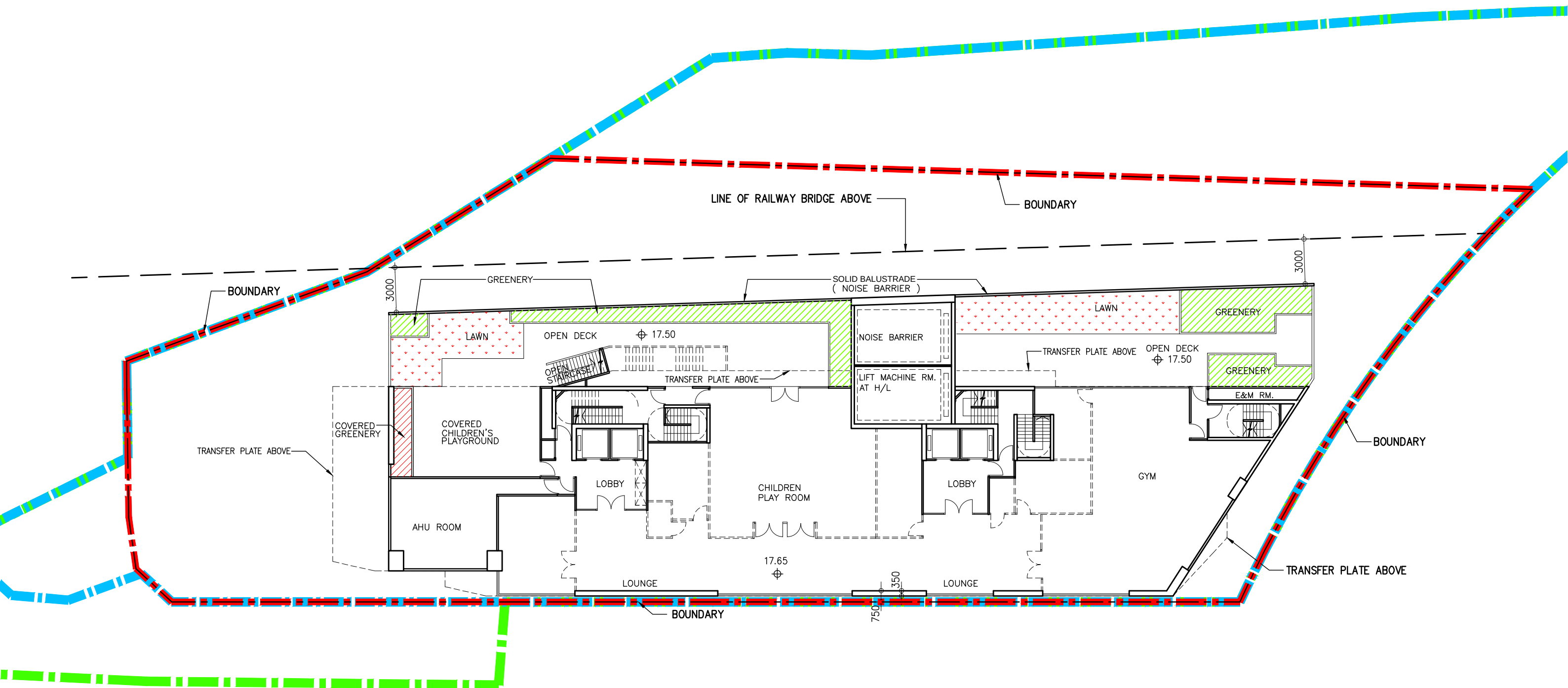


1st FLOOR PLAN

NOS. OF PRIVATE CAR PARKING = 39

- PRIVATE CAR PARKING
- DOUBLE DECK CAR PARKING

- DEVELOPMENT BOUNDARY
- SITE BOUNDARY UNDER LEASE
- APPLICATION BOUNDARY



2nd FLOOR PLAN (RESIDENTIAL RECREATIONAL FACILITIES)

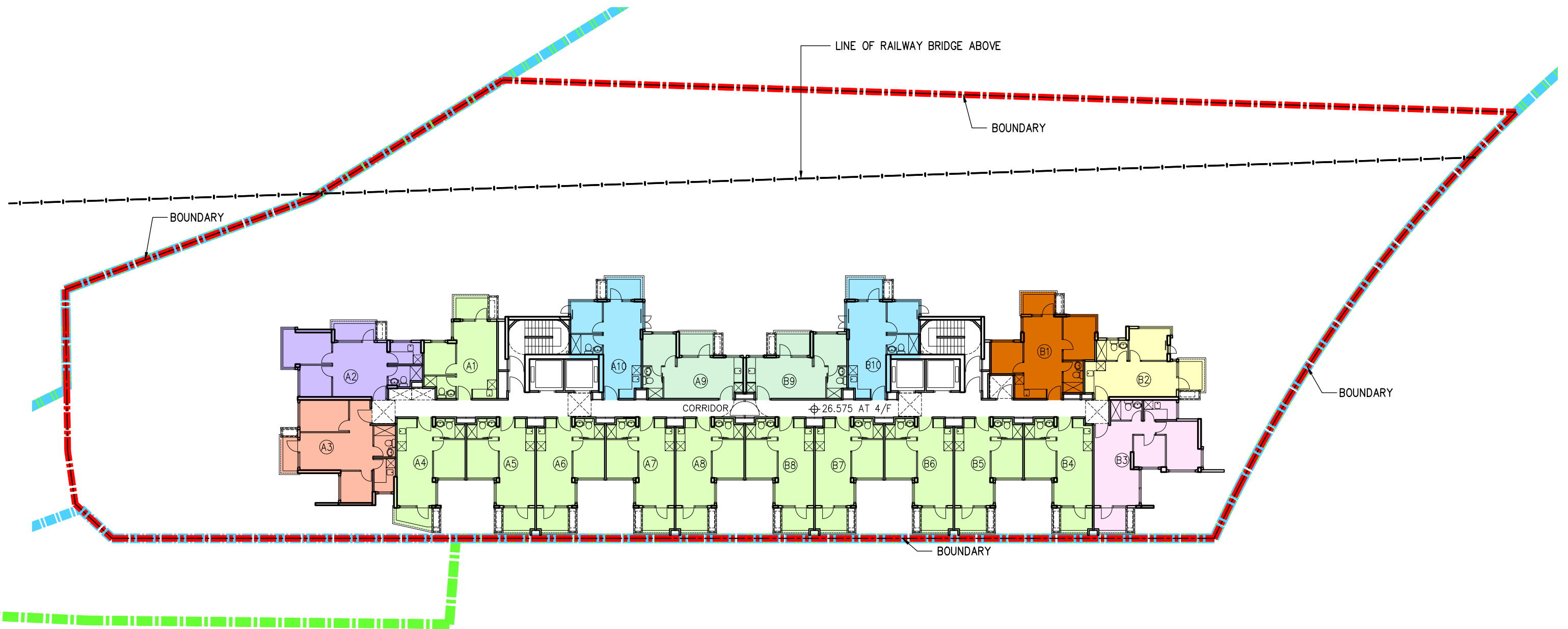
RECREATIONAL FACILITIES AREA = 10800.00 x 5% = 540.00 s.m.

GREENERY / LAWN
COVERED GREENERY

DEVELOPMENT BOUNDARY
SITE BOUNDARY UNDER LEASE
APPLICATION BOUNDARY

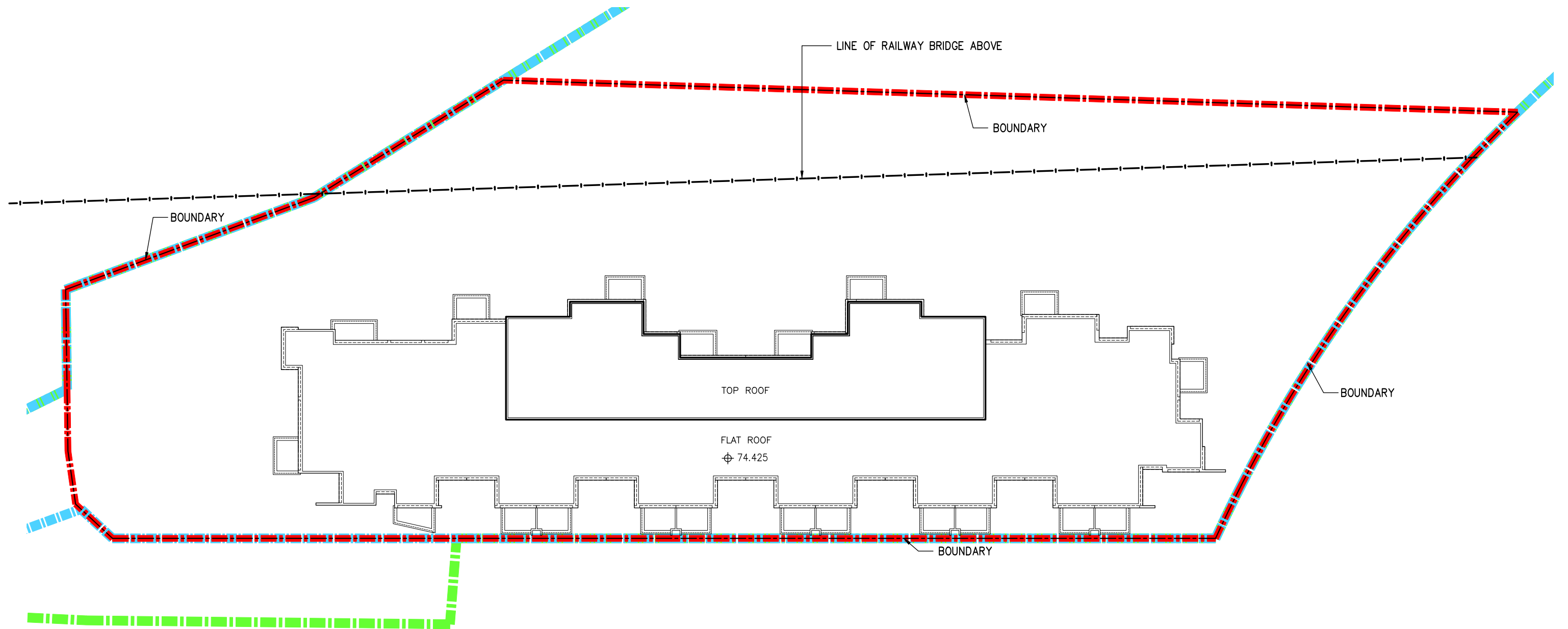
MLA
ARCHITECTS (HK) LTD
馬樂建築師事務所(香港)有限公司

馬樂



4th TO 19th FLOOR PLAN (16 STOREYS)
(20 UNITS)

- DEVELOPMENT BOUNDARY
- SITE BOUNDARY UNDER LEASE
- APPLICATION BOUNDARY



ROOF PLAN

- DEVELOPMENT BOUNDARY
- SITE BOUNDARY UNDER LEASE
- APPLICATION BOUNDARY

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Further Information No. 4

Appendix II

Replacement Pages of Visual Impact Assessment

**Proposed Flat, Minor Relaxation of Plot Ratio and Building Height
Restriction, Lots 531 RP, 532 S.D RP and 532 RP in D.D. 130 and
Adjoining Government Land, Lam Tei,
Tuen Mun, New Territories**

**Visual Impact Assessment
(Changed Pages)**

6th May 2026

Prepared By:

SCENIC Landscape Studio Limited



Project Title	Proposed Flat, Minor Relaxation of Plot Ratio and Building Height Restriction, Lots 531 RP, 532 S.D RP and 532 RP in D.D. 130 and Adjoining Government Land, Lam Tei, Tuen Mun, New Territories
Report Title	Visual Impact Assessment (Changed Pages)

Revision	Date	Complied by:	Checked by:	Approved by:	Description
-	20251104	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client
A	20251107	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client
B	20260123	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client
C	20260204	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client
D	20260324	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client
E	20260506	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client

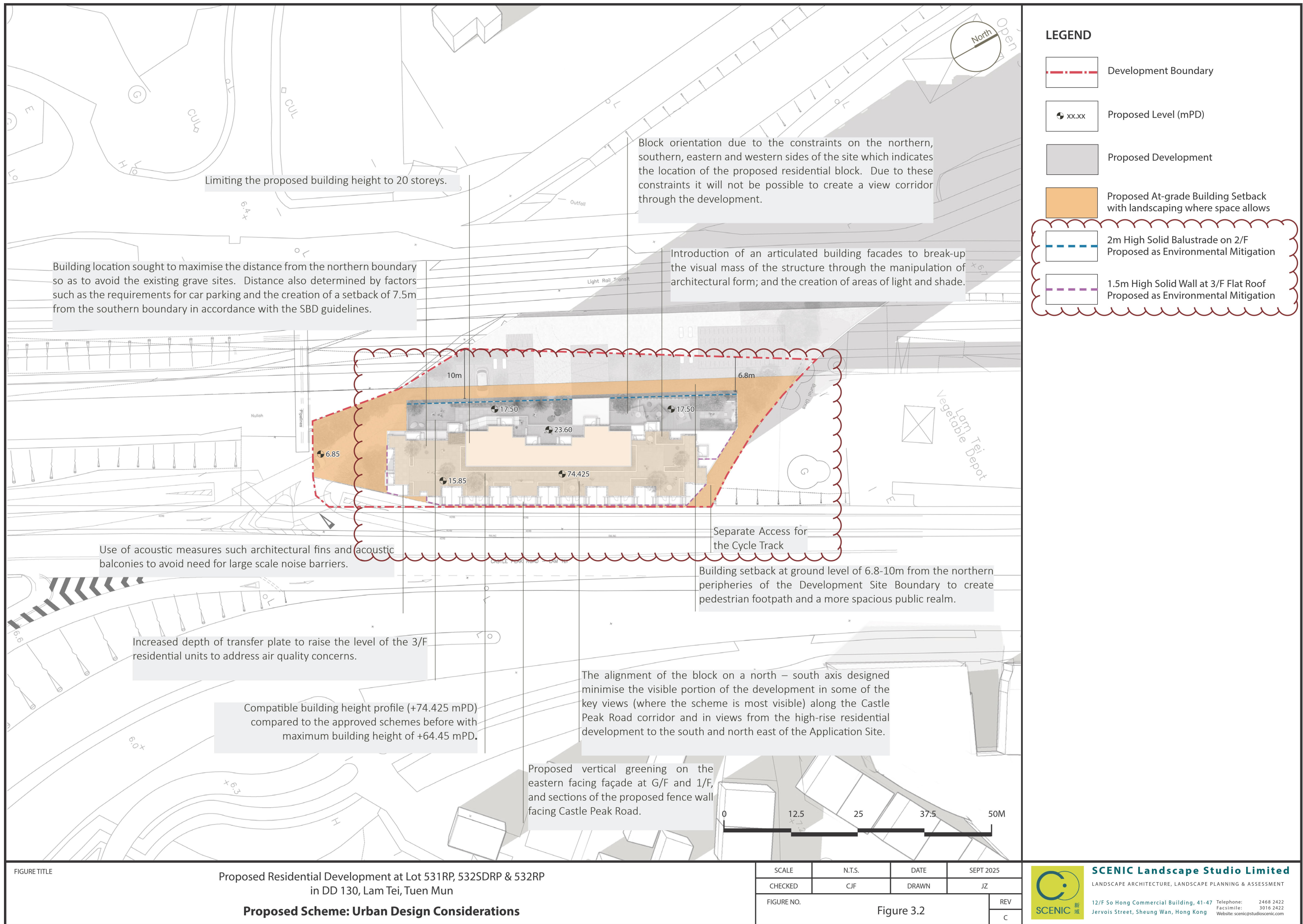
Table 3.1: Comparison of Approved and Proposed Scheme

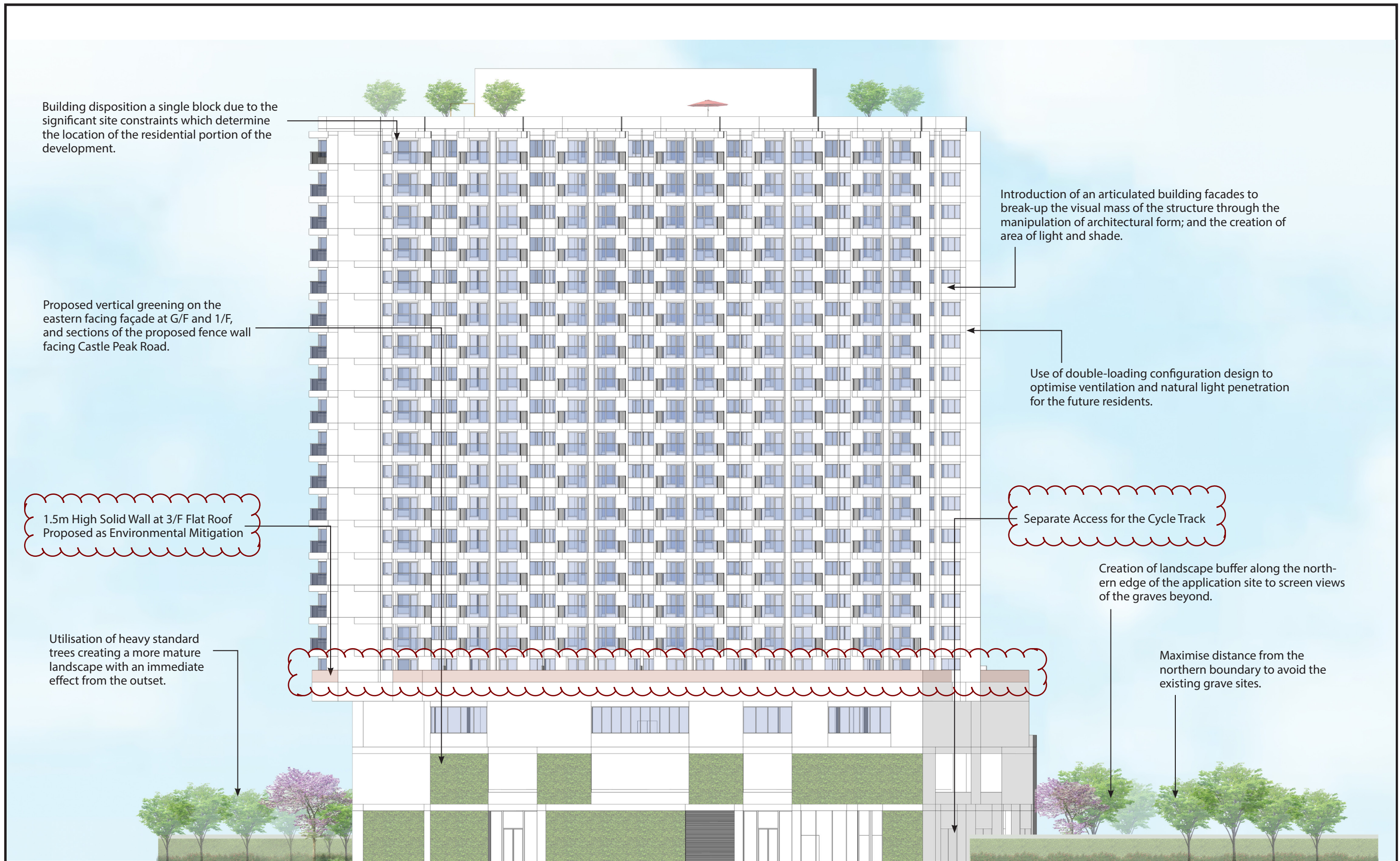
Parameters	Approved Scheme	Proposed Scheme
Maximum Building Height	19 storey residential block with a maximum building height of +64.45 mPD.	20 storey residential block with a maximum building height of +74.425 mPD.
Podium	<u>2 Storey Podium</u> (Parking in basement level, loading / unloading etc in landscape at G/F)	<u>3 Storey Podium</u> (Parking on G/F and 1/F, loading / unloading etc in landscape at G/F)
Building Disposition	Residential units combined to form one single block on a north – south orientation. Vehicular access road and car parking located to the north of the Application Site.	Residential units combined to form one double-loaded block on a north – south orientation. Vehicular access road and car parking located to the north of the Application Site.
Setbacks from Application Site Boundary	Approximately 3-6 m from the north west (1/F) and 12 m for the south eastern <u>Development Boundary</u> (1/F).	Approximately 6.8 – 10 m from the north west (1/F) and 0.4 m for the south eastern <u>Development Boundary</u> (1/F).
Building Setback	Proximity to Castle Peak Road determined by FSD requirements. Setbacks to the north to create buffer with existing grave sites and creation of a 7.5m setback in accordance with PNAP APP-152. Setback from the south 7.5m in accordance with PNAP APP-152 and to accommodate new X, Y, Z and slow lane from Castle Peak Road as access crosses CEDD's cycle track proposals. Set back from west designed to ensure MTR West Rail 100% noise compliance.	Proximity to Castle Peak Road determined by FSD requirements. Setbacks to the north to create buffer with existing grave sites and creation of a 7.5m setback in accordance with PNAP APP-152. Setback from the south 7.5m in accordance with PNAP APP-152 and to accommodate new X, Y, Z and slow lane from Castle Peak Road as access crosses CEDD's cycle track proposals. Set back from west designed to ensure MTR West Rail 100% noise compliance.
Treatment of Building Facades	The architectural scheme adopts a light coloured façade which is recessive and designed to minimise the silhouette effect when seen against the horizon. The facade is articulated on the east facing side to introduce areas of light and shade breaking up the overall form of the development.	The architectural scheme adopts a light coloured façade which is recessive and designed to minimise the silhouette effect when seen against the horizon. The facade is articulated on the east facing side to introduce areas of light and shade breaking up the overall form of the development.

3.6 The Approved and Proposed Schemes adopt a residential block compared to the two plus one configuration for the residential towers is the result of the significant site constraints. Despite the resulting loss of the visual corridor the overall impacts would not be more significant as the visual corridor is only apparent to a limited number of the identified vantage points located directly to the east and west of the Application Site and for the others the combined building frontage appears to be reduced.

3.7 The urban design considerations for the Proposed Scheme are shown on **Figure 3.2**.

Visual Impact Assessment Figures





View of the eastern development frontage

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Further Information No. 4

Appendix III

Updated Landscape Drawings

**Proposed Flat, Minor Relaxation of Plot Ratio and Building Height
Restriction, Lots 531 RP, 532 S.D RP and 532 RP in D.D. 130 and
Adjoining Government Land, Lam Tei,
Tuen Mun, New Territories**

**Landscape Master Plan
(Changed Pages)**

6th May 2026

Prepared By:

SCENIC Landscape Studio Limited



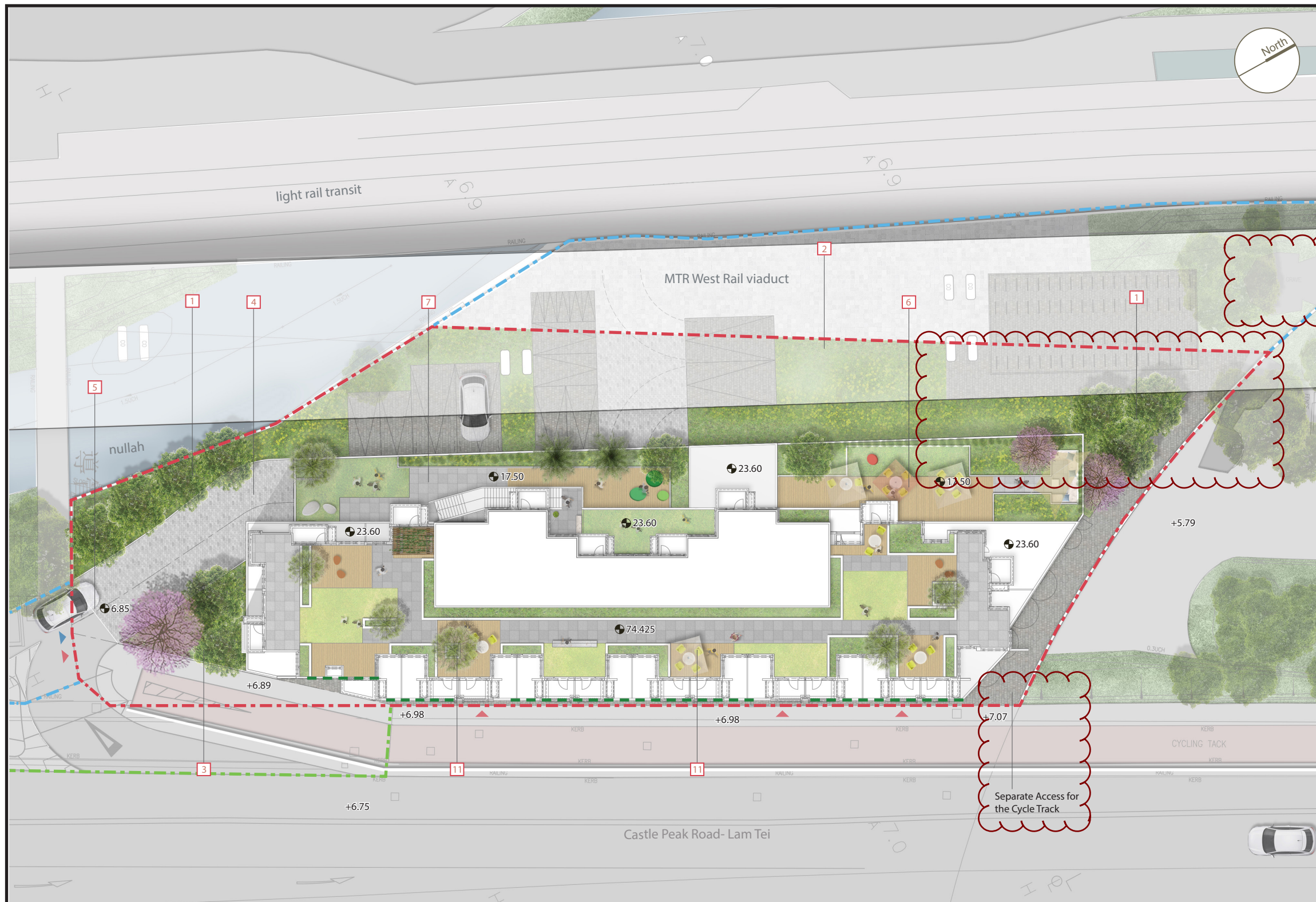
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Proposed Flat, Minor Relaxation of Plot Ratio and Building Height Restriction,
Lots 531 RP, 532 S.D RP and 532 RP in D.D. 130 and Adjoining Government
Land, Lam Tei, Tuen Mun, New Territories

Landscape Master Plan

Landscape Figures



LEGEND

- Development Boundary
- Site Boundary under Lease
- Application Boundary
- Existing Levels
- Proposed Levels
- Pedestrian Entrance / Exit
- Vehicular Entrance / Exit
- Proposed Architectural Scheme
- Existing Vegetated Slope
- Existing Retained Tree
- Proposed New Tree Planting (Landscape Framework)
- Proposed New Tree Planting (Feature Trees)
- Proposed Large Specimen Shrubs
- Proposed Shrub Planting
- Proposed Lawn Area
- Proposed Vertical Greening
- Proposed Paving
- Proposed Timber Deck
- Cycle Track

Note: Drawings are indicative subject to detailed design.



LANDSCAPE COMPONENTS

The Boundary Landscape

- 1 Landscape Boundary Treatment
- 2 Landscape Shrub Buffer
- 3 Decorative Planting
- 4 Driveway Elongated Courtyard

The Arrival and Circulation Landscapes

- 5 Entrance Gateway

The Leisure Landscape

- 6 2/F Terrace Garden
- 7 2/F Play and Family Garden
- 11 R/F Sitting-out Deck

FIGURE TITLE

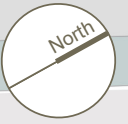
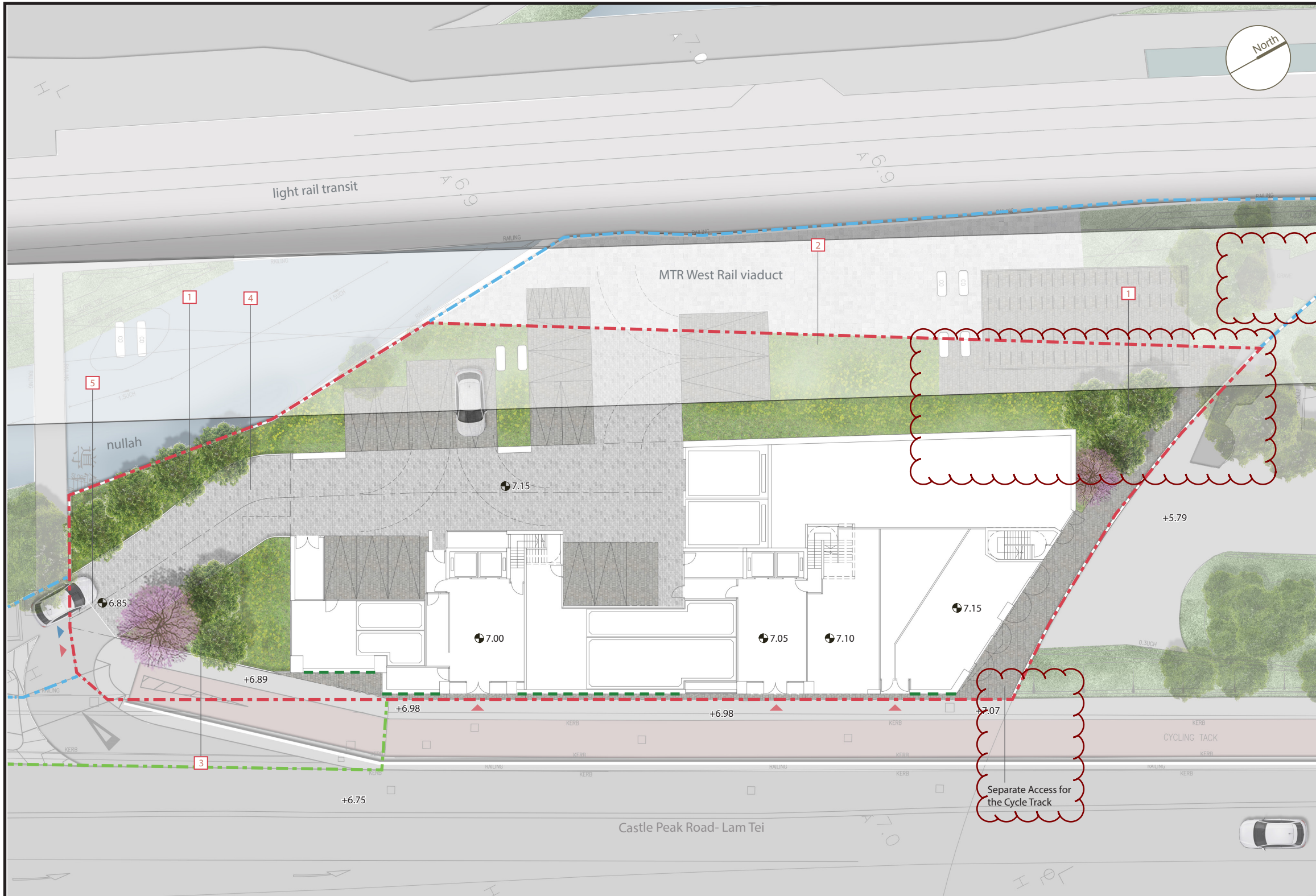
Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
in DD 130, Lam Tei, Tuen Mun

Landscape Master Plan - All Levels

SCALE	N.T.S.	DATE	SEPT 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 5.2		REV
			C



SCENIC Landscape Studio Limited
LANDSCAPE ARCHITECTURE, LANDSCAPE PLANNING & ASSESSMENT
12/F So Hong Commercial Building, 41-47 Jervois Street, Sheung Wan, Hong Kong
Telephone: 2468 2422
Facsimile: 3016 2422
Website: scenicstudio.com



LEGEND

- Development Boundary
- Site Boundary under Lease
- Application Boundary
- Existing Levels
- Proposed Levels
- Pedestrian Entrance / Exit
- Vehicular Entrance / Exit
- Proposed Architectural Scheme
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Note: Drawings are indicative subject to detailed design.



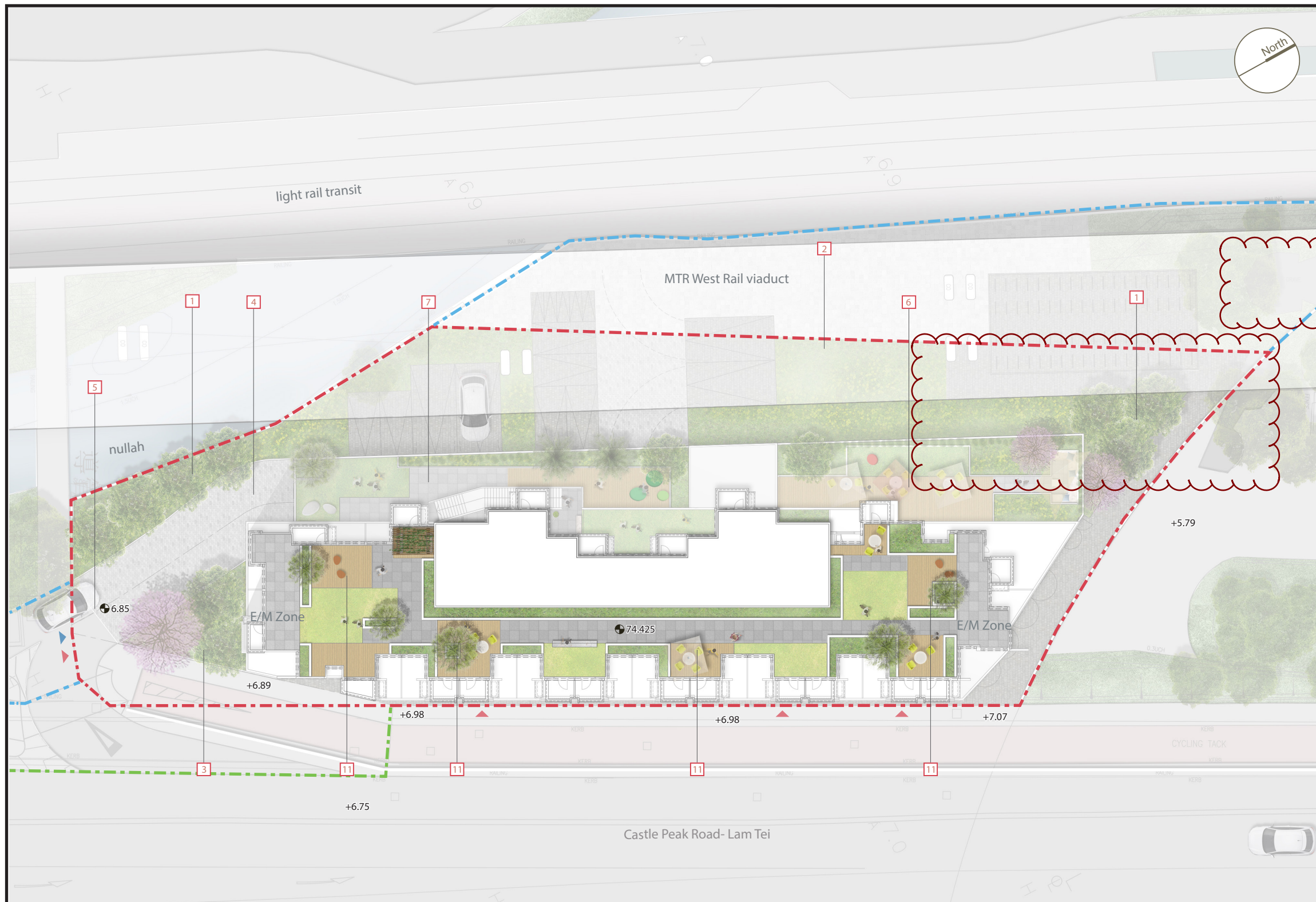
FIGURE TITLE

Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
in DD 130, Lam Tei, Tuen Mun
Landscape Master Plan - Ground Floor

SCALE	N.T.S.	DATE	SEPT 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 5.3		REV
			C



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LEGEND

- Development Boundary
- Site Boundary under Lease
- Application Boundary
- Existing Levels
- Proposed Levels
- Pedestrian Entrance / Exit
- Vehicular Entrance / Exit
- Proposed Architectural Scheme
- Proposed Large Specimen Shrubs
- Proposed Shrub Planting
- Proposed Lawn Area
- Proposed Paving
- Proposed Timber Deck

LANDSCAPE COMPONENTS

The Boundary Landscape

- 1 Landscape Boundary Treatment
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- 5 Entrance Gateway

The Leisure Landscape

- 6 2/F Terrace Garden
- 7 2/F Play and Family Garden
- 11 R/F Sitting-out Deck

Note: Drawings are indicative subject to detailed design.

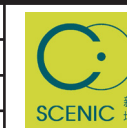


FIGURE TITLE

Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
in DD 130, Lam Tei, Tuen Mun

Landscape Master Plan - Roof Floor

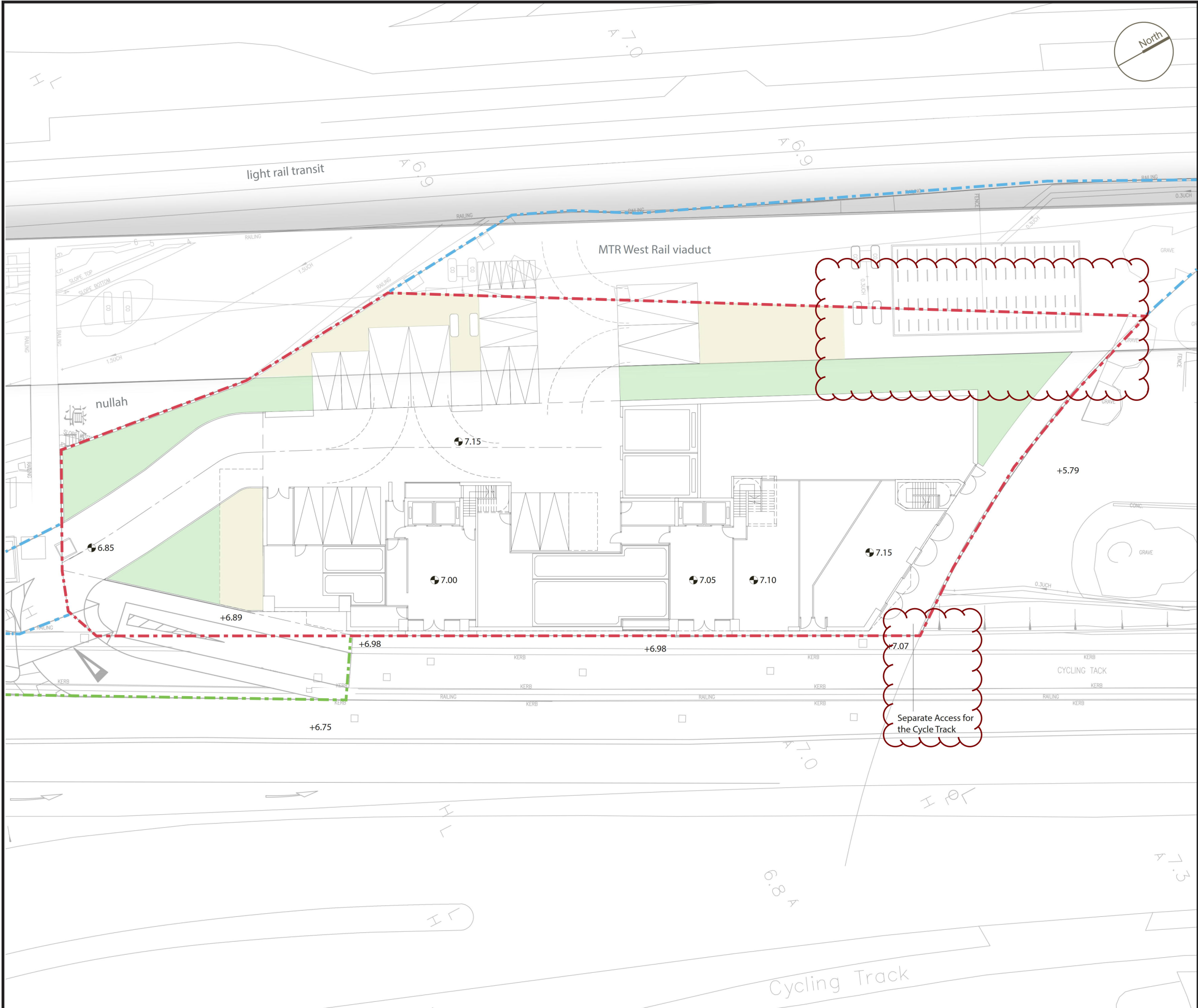
SCALE	N.T.S.	DATE	SEPT 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.	Figure 5.6		REV
			C



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LANDSCAPE ARCHITECTURE, LANDSCAPE PLANNING & ASSESSMENT

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Website: scenic@studioscenic.com



- LEGEND**
- Development Boundary
 - Site Boundary under Lease
 - Application Boundary
 - Existing Levels
 - Proposed Levels
 - Uncovered Greening at Primary Zone
 - Covered Greening at Primary Zone

G/F Green Coverage	
Uncovered Greening	252.6m ²
Covered Greening	146.7 m ²
2/F Green Coverage	
Uncovered Greening	139.6 m ²
Covered Greening	8.9 m ²
Total Green Coverage	470 m² (21.4%)

Note: Drawings are indicative subject to detailed design.



FIGURE TITLE

Proposed Residential Development at Lot 531RP, 532SDRP & 532RP
in DD 130, Lam Tei, Tuen Mun

Green Coverage- Ground Floor

SCALE	N.T.S.	DATE	SEPT 2025
CHECKED	CJF	DRAWN	JZ
FIGURE NO.			REV
Figure 8.1			C



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**Proposed Residential Development (Flat) with Shop and Services Uses
with Minor Relaxation of Plot Ratio and Building Height Restrictions
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and
adjoining Government Land**

(Planning Application No. A/TM-LTY/502)

Further Information No. 4

Appendix IV

Replacement Pages of Noise Impact Assessment

3. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

3.1 Introduction

- 3.1.1 The proposed development is noise sensitive and subject to traffic noise impact from the surrounding roads during the operational stage. This section aims to assess the noise impacts and propose mitigation measures, where necessary, to reduce the road traffic noise impact to comply with relevant standard.

3.2 Assessment Criteria and Guidelines

- 3.2.1 Noise standards are recommended in Chapter 9, "Environment", of the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against possible noise impact from road traffic.
- 3.2.2 For the Proposed Development, only dwellings will rely on openable window for ventilation purpose. The clubhouse and the shop will be provided with air-conditioning system and will not be provided with any openable windows / openings for ventilation.
- 3.2.3 According to the guidelines, the criterion for road traffic noise impact on domestic premises (habitable rooms) is $L_{10(1\text{-hour})}$ 70dB(A). This criterion applies to uses which rely on openable windows for ventilation.

3.3 Assessment Methodology

- 3.3.1 In this assessment, the potential noise impact arising from nearby existing and future road carriageways on the proposed development has been assessed. It involved the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows along existing and future road carriageways situated in the vicinity of the Development Site. Calculation of predicted road traffic noise was based on the worst case peak hour traffic flows projected within a 15-year period from the target completion date (i.e. Year 2046) of the proposed development. For worst-case scenario evaluation, the assessment year was chosen to be year 2046, which has the maximum forecasted traffic flow within the 15-year period. The year 2046 traffic forecast data is prepared by project traffic consultant and attached in **Appendix 3.1**. The project traffic consultant has sought the confirmation from Transport Department and the endorsement is provided in **Appendix 3.1**.
- 3.3.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" (CRTN) has been applied 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 criterion (i.e. $L_{10(1\text{-hour})}$ 70dB(A)).

3.4 Noise Sensitive Receivers

- 3.4.1 All residential dwellings with openable windows/doors of habitable room (noise sensitive use) intended for prescribed ventilation purposes have been assigned assessment points. All assessment points were taken at 1.2m above the floor and 1m away from the facade of openable windows in rooms of sensitive use (living rooms and bedrooms). **Figure 3.1** shows the locations of the NSRs for road traffic noise impact assessment.

3.5 Predicted Road Traffic Noise Impact Assessment Results (Base Case Scenario)

- 3.5.1 As mentioned in **Section 2.2.3**, setback of the proposed development from Castle Peak Road – Lam Tei Section has been maintained as far as practicable. The noise

- 4.4.2 For TML, the data of Lmax from the Approved EIA report has been referred and adopted. The extracted information is provided in **Appendix 4.2**. For LRT, the data of Lmax from the Approved EA report has been referred and adopted. The extracted information is provided in **Appendix 4.1**. The prediction of the Lmax at the noise sensitive receivers has been considered poor track correction (or track deterioration correction) (+3.0dB(A)), façade correction (+2.5dB(A)), and air absorption correction ($C_{air} = 0.2 - 0.008 \times d$ where d = distance between segment and receiver).

4.5 Noise Sensitive Receivers

- 4.5.1 The proposed development itself is considered as noise sensitive receiver (NSR) given that the noise sensitive rooms such as living/dining rooms and bedrooms will rely on opened windows for ventilation which will be subject to rail noise impact. Representative NSRs have been selected to assess the rail noise impact. Other NSRs have no line of sight to TML or LRT have not been selected due to the blockage by structure of the residential tower of the proposed development. The NSRs are selected at 1m away from the façade of the openable window/door opening at 1.2m above the floor slab of the unit. Locations of the representative NSRs are shown in **Figure 4.3**.

4.6 Rail Noise Impact Assessment Results (Base Case Scenario)

- 4.6.1 The noise sensitive receivers of the residential units have been located further way from LRT as far as practicable with the provision of the design of non-noise sensitive uses (such as car parking, E/M Plant Rooms, landscaping area, recreational facilities, etc.) on G/F to 2/F in order to reduce the rail noise impact from LRT. In addition, the noise enclosure of the viaduct of TML has also been included in the noise model. The base case scenario is defined as the scheme to reflect the aforementioned design and the noise enclosure of the viaduct.
- 4.6.2 The rail noise impact assessment result under base case scenario is summarized in **Appendix 4.4**. According to the result, exceedances are found for $Leq(30min)$ during night time. The maximum predicted noise level for $Leq(30min)$ during night time is up to 56 dB(A).

4.7 Proposed Rail Noise Mitigation Measures

Fixed Glazing with Maintenance Window

- 4.7.1 For those window façade that are not necessary to serve ventilation purpose yet exposed to adverse rail noise, Fixed Glazing with Maintenance Window is proposed. The fixed glazing will be equipped with well gasketed maintenance window, if any, and a removable handle or key lock system to ensure the maintenance window remains locked except for cleaning and maintenance purpose.

2m High Solid Balustrade on 2/F of the Podium

- 4.7.2 **2m high solid balustrade** is proposed on 2/F of the podium in order to provide shielding to the noise sensitive receivers of the units at lower floors to **mitigate** the adverse noise impact.

Acoustic Fins and Sound Absorption Material

- 4.7.3 In order to further reduce the view angle between the noise sensitive receivers and the rail tracks and in turn rail noise impact, acoustic fins of 0.7m(L) to 1.5m(L) are proposed to mitigate the adverse noise impact. Sound absorption material (SAM) would also be applied to the surface of acoustic fins adjacent to ventilation opening to avoid multi-reflection effects.
- 4.7.4 The proposed rail noise mitigation measures are shown in **Figure 4.4**.

4.8 Rail Noise Impact Assessment Results (Mitigated Case Scenario)

- 4.8.1 The predicted noise level at the representative NSRs for mitigated case scenario is presented in **Appendix 4.5**. With the proposed mitigation measures in place, all NSRs comply with rail noise standards. No exceedance is found. Proposed rail noise mitigation measures schedule is summarized in **Appendix 4.6**. Moreover, on-site noise measurement for obtaining the rail noise source term and assumptions (especially for the enclosed viaduct) will be conducted at the level of first-floor or second-floor residential unit as early as practicable in the next stage (i.e. the construction period). As such, the measured rail noise source term and assumptions will be adopted in the upcoming NIA report for supporting the building layout of the Proposed Development in the next stage. Should the measured data of the future on-site measurements reveals deviations from the predicted noise level, a contingency plan of implementation of additional noise mitigation measures (NMN) such as acoustic fins and sound absorption material, acoustic window (baffle type) (AW(BT)) or enhanced acoustic balcony (baffle type) (EAB(BT)), etc. will be reviewed and considered in the next stage. By referring to reference case such as the residential development at Kam Sheung Road Station, AW(BT) and EAB(BT) have been adopted as noise mitigation measures for mitigating the rail noise impact induced by TML. The noise reduction levels provided by the AW(BT) for 4.3m² room area and the EAB(BT) for 7.6m² room area are 16 dB(A) and 19.8 dB(A), respectively. According to the current layout of the MLP, the room size of the bedrooms and the living rooms of the units under rail noise impact are 4.2m² to 6.9 m² and 12.4m² to 15.2m², respectively, which are similar to/ larger than the room size of the reference case (i.e. similar noise reduction levels can be provided). Therefore, it is considered practical to adopt AW(BT) and EAB(BT) for mitigating the rail noise impact. Should AW(BT) and EAB(BT) are required for mitigating the rail noise impact, mock-up test will be conducted to demonstrate the noise reduction effectiveness for assessment purpose in the upcoming NIA report in the next stage. It is noted that details of AW(BT) and EAB(BT) specific to the Proposed Development will be designed later for mock-up test. Also, on-site verification noise measurement will be carried out upon completion of the residential units to verify the noise reduction effectiveness of the proposed noise mitigation measures.

4.9 Conclusion

- 4.9.1 Rail noise impact assessment has been carried out for the proposed development.
- 4.9.2 Practical and effective noise mitigation measures have been explored, which include building setback, podium, fixed glazing with or without maintenance window, solid balustrade at podium and acoustic fins and sound absorption material .
- 4.9.3 After mitigation, the rail noise impact assessment result reveals that all noise sensitive receivers would comply with the rail noise standard. Therefore, the proposed development would not subject to any adverse rail noise impact.
- 4.9.4 Moreover, on-site noise measurement at approximate level of first-floor residential unit in the NIA report for supporting the layout of the Proposed Development at the construction period as early as practicable. If any deviations found from the results of future on-site noise measurement, contingency plan of implementation of additional noise mitigation measures such as acoustic fins and sound absorption material, acoustic window (baffle type) or enhanced acoustic balcony (baffle type) can be reviewed in the next stage.

6. CONCLUSION

- 6.1.1 The Noise Impact Assessment (NIA) was undertaken to evaluate the potential noise impacts arising from the nearby railway, fixed plants and road traffic upon the proposed development.
- 6.1.2 The road traffic noise impact from Castle Peak Road – Lam Tei Section can be reduced by adopting 0.2m - 1.5m acoustic fins with sound absorption material, acoustic window (baffle type), enhanced acoustic balcony (baffle type), 1.5m high solid wall, self-closing door, fixed glazing with maintenance window and sound absorption material. The compliance rate of road traffic noise for mitigated case scenario would be 100% with the implementation of the proposed road traffic noise mitigation measures.
- 6.1.3 The rail noise impact from TML and LRT can be reduced by adopting building setback, podium, fixed glazing with or without maintenance window, solid balustrade at podium and acoustic fins and sound absorption material. After mitigation, the rail noise impact assessment result reveals that all noise sensitive receivers would comply with the rail noise standard. Therefore, the proposed development would not subject to any adverse rail noise impact with the implementation of the proposed rail noise mitigation measures. Moreover, on-site noise measurement for obtaining the rail noise source term and assumptions (especially for the enclosed viaduct) will be conducted at the level of first-floor or second-floor residential unit as early as practicable in the next stage (i.e. the construction period). As such, the measured rail noise source term and assumptions will be adopted in the upcoming NIA report for supporting the building layout of the Proposed Development in the next stage. Should the measured data of the future on-site measurements reveals deviations from the predicted noise level, a contingency plan of implementation of additional noise mitigation measures (NMN) such as acoustic fins and sound absorption material, acoustic window (baffle type) (AW(BT)) or enhanced acoustic balcony (baffle type) (EAB(BT)), etc. will be reviewed and considered in the next stage. By referring to reference case such as the residential development at Kam Sheung Road Station, AW(BT) and EAB(BT) have been adopted as noise mitigation measures for mitigating the rail noise impact induced by TML. The noise reduction levels provided by the AW(BT) for 4.3m² room area and the EAB(BT) for 7.6m² room area are 16 dB(A) and 19.8 dB(A), respectively. According to the current layout of the MLP, the room size of the bedrooms and the living rooms of the units under rail noise impact are 4.2m² to 6.9 m² and 12.4m² to 15.2m², respectively, which are similar to/ larger than the room size of the reference case (i.e. similar noise reduction levels can be provided). Therefore, it is considered practical to adopt AW(BT) and EAB(BT) for mitigating the rail noise impact. Should AW(BT) and EAB(BT) are required for mitigating the rail noise impact, mock-up test will be conducted to demonstrate the noise reduction effectiveness for assessment purpose in the upcoming NIA report in the next stage. It is noted that details of AW(BT) and EAB(BT) specific to the Proposed Development will be designed later for mock-up test. Also, on-site verification noise measurement will be carried out upon completion of the residential units to verify the noise reduction effectiveness of the proposed noise mitigation measures.
- 6.1.4 The overall noise mitigation measures are shown in **Figure 6.1** and the proposed overall noise mitigation measures schedule is summarized in **Appendix 6.1**.
- 6.1.5 According to the result of fixed noise sources impact assessment, no adverse fixed noise sources impact due to surrounding fixed noise sources on the proposed development is anticipated. No noise mitigation is considered necessary.

Figures



Remark: The 2m high solid balustrade is same as a solid wall which is proposed and implemented for screening of rail noise impact

Legend

— 2m high Solid Balustrade on 2/F

Figure: 4.4a

RAMBOLL

Title: Proposed Rail Noise Mitigation Measures (2/F)

Drawn by: MW

Checked by: BF

Project: Proposed Residential Development at Lot Nos. 531 RP, 532 S.D RP and 532 RP in D.D. 130 and Adjoining Government Land, Lam Tei, Tuen Mun

Rev.: 1.3

Date: May 2026

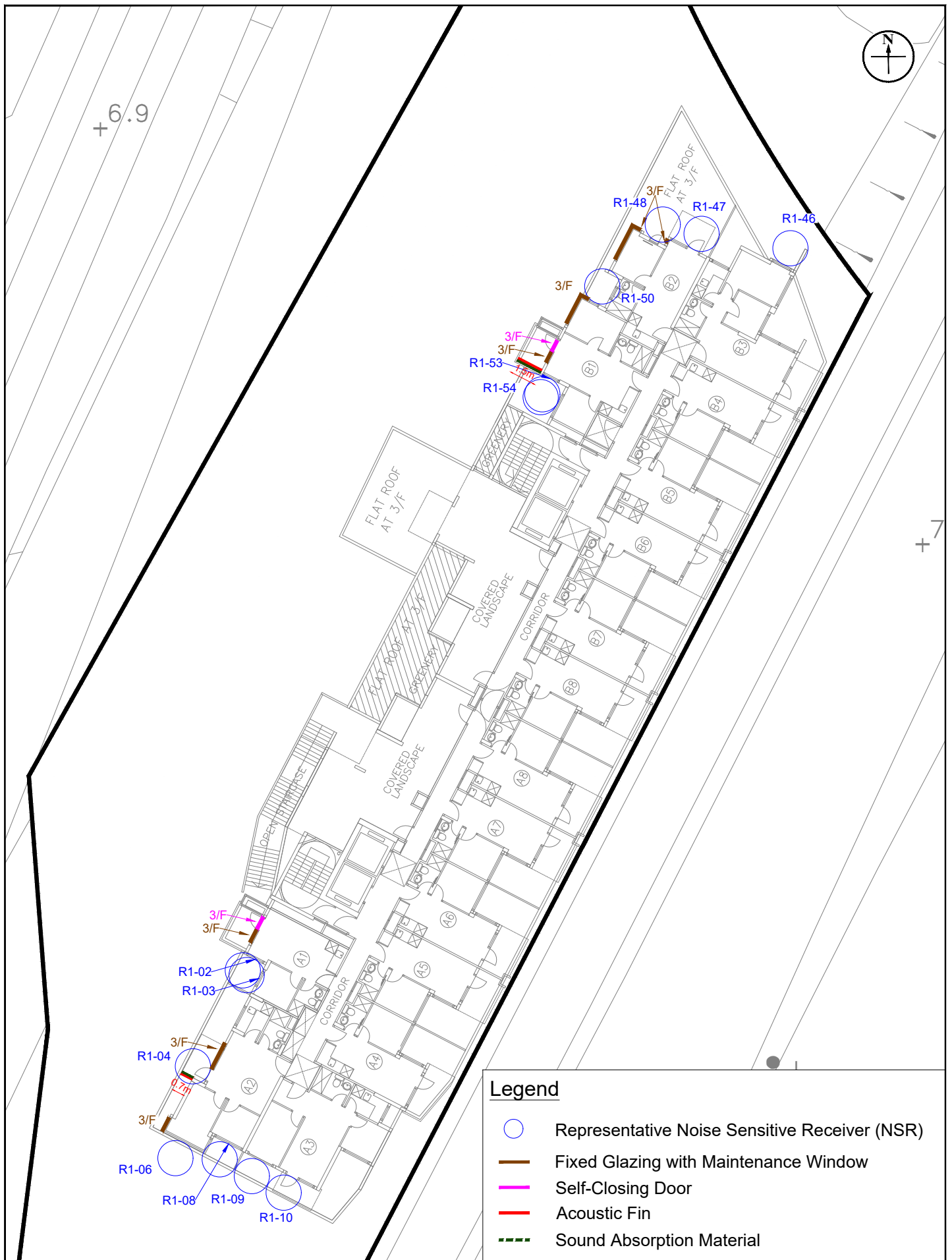


Figure: 4.4b

Title: Proposed Rail Noise Mitigation Measures (3/F)

Project: Proposed Residential Development at Lot Nos. 531 RP, 532 S.D RP and 532 RP in D.D. 130 and Adjoining Government Land, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: MW

Checked by: BF

Rev.: 1.3

Date: May 2026

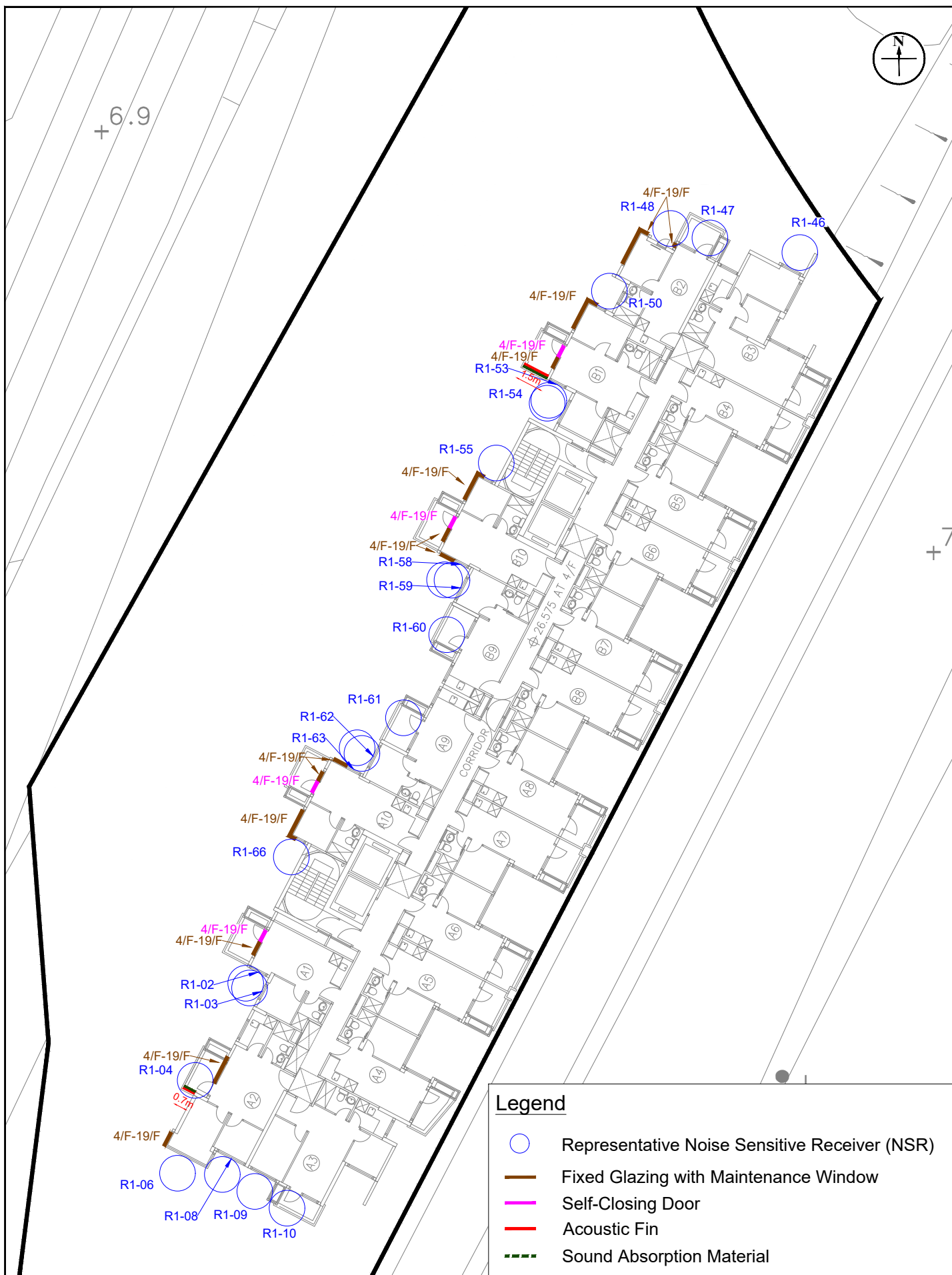


Figure: 4.4c

Title: Proposed Rail Noise Mitigation Measures (4/F - 19/F)

Project: Proposed Residential Development at Lot Nos. 531 RP, 532 S.D RP and 532 RP in D.D. 130 and Adjoining Government Land, Lam Tei, Tuen Mun

RAMBOLL

Drawn by: MW

Checked by: BF

Rev.: 1.3

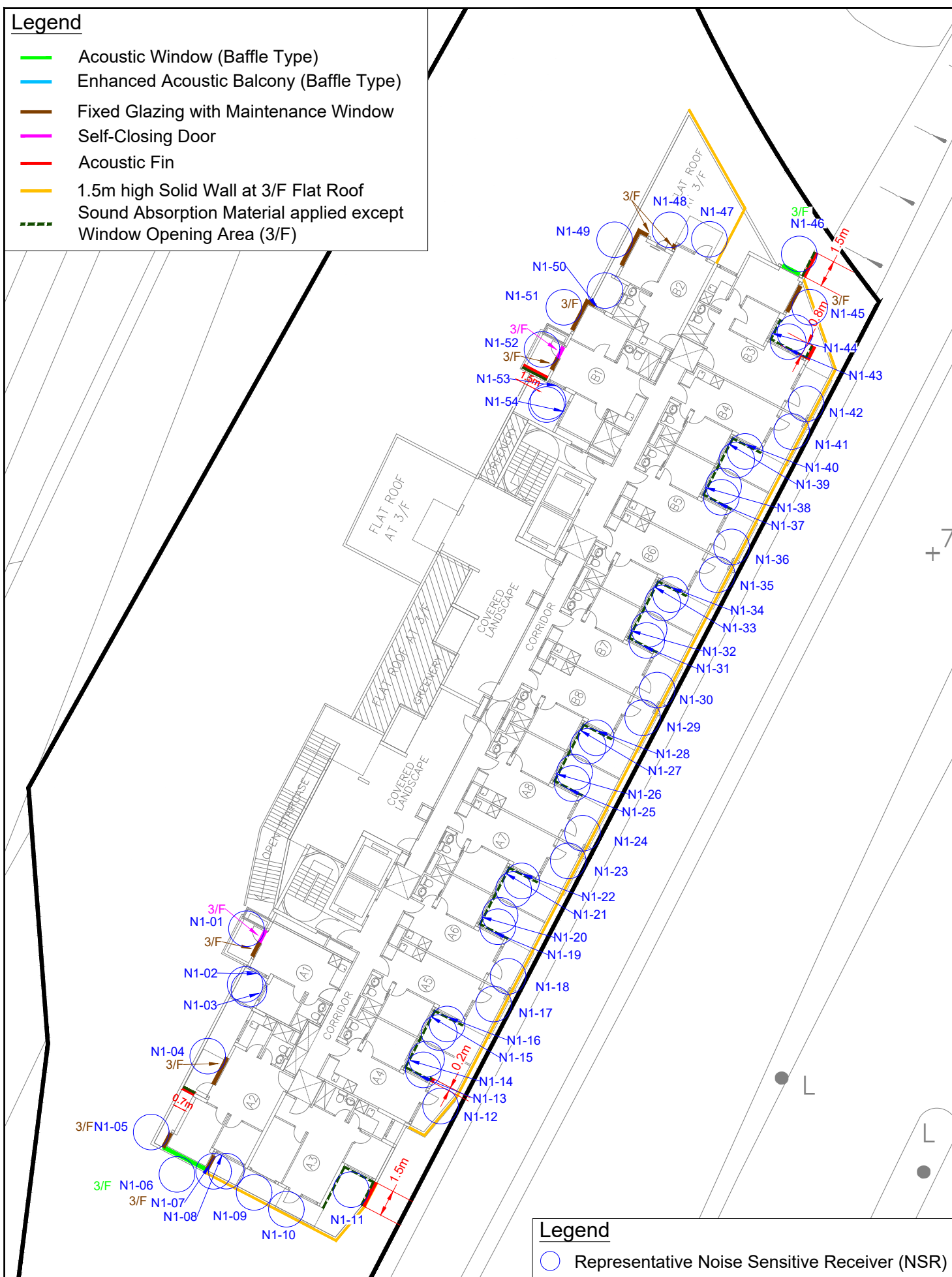
Date: May 2026



Figure: 6.1a Title: Proposed Overall Noise Mitigation Measures (2/F)	RAMBOLL Drawn by: CM Checked by: BF
	Project: S16 Planning Application Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for the Proposed Residential Development (Flat) with Shop and Services Use at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and the Adjoining Government Land, Lam Tei Tuen Mun Rev.: 1.3 Date: May 2026

Legend

- Acoustic Window (Baffle Type)
- Enhanced Acoustic Balcony (Baffle Type)
- Fixed Glazing with Maintenance Window
- Self-Closing Door
- Acoustic Fin
- 1.5m high Solid Wall at 3/F Flat Roof
- - - Sound Absorption Material applied except Window Opening Area (3/F)



Legend

- Representative Noise Sensitive Receiver (NSR)

Figure: 6.1b

Title: Proposed Overall Noise Mitigation Measures (3/F)

Project: S16 Planning Application Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for the Proposed Residential Development (Flat) with Shop and Services Use at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and the Adjoining Government Land, Lam Tei Tuen Mun

RAMBOLL

Drawn by: CM

Checked by: BF

Rev.: 1.3

Date: May 2026

Legend

- Acoustic Window (Baffle Type)
- Enhanced Acoustic Balcony (Baffle Type)
- Fixed Glazing with Maintenance Window
- Self-Closing Door
- Acoustic Fin
- Sound Absorption Material applied except Window Opening Area (4/F-19/F)

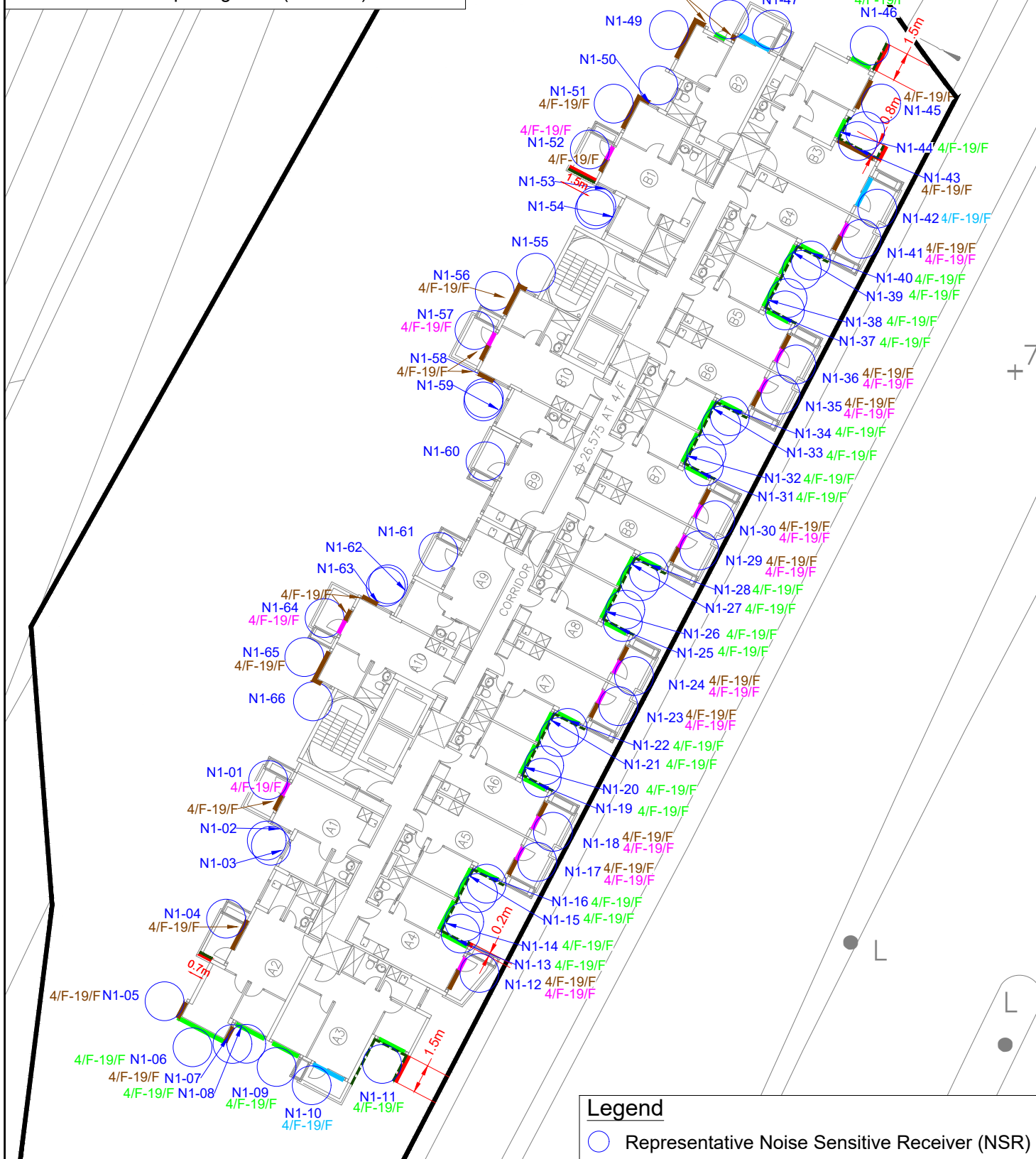


Figure: 6.1c

Title: Proposed Overall Noise Mitigation Measures (4/F - 19/F)

Project: S16 Planning Application Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for the Proposed Residential Development (Flat) with Shop and Services Use at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and the Adjoining Government Land, Lam Tei Tuen Mun

RAMBOLL

Drawn by: CM

Checked by: BF

Rev.: 1.3

Date: May 2026

Appendix 2.1

Master Layout Plan, Floor Plans and Section Plan of the Proposed Development



3rd FLOOR PLAN (1 STOREY)
(16 UNITS)

GREENERY

- DEVELOPMENT BOUNDARY
- SITE BOUNDARY UNDER LEASE
- APPLICATION BOUNDARY

Appendix 3.1

TD's Endorsement and Traffic Forecast of Year 2046

BY POST & EMAIL (bfan@ramboll.com)

29 April 2026
Our reference: J977.4/5

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

Attention: Mr. Billy Fan (Principal Consultant)

Dear Mr. Fan,

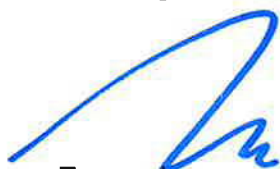
Proposed Residential Development at Lot 531RP, 532DRP & 532RP in DD130, Lam Tei, Tuen Mun
Traffic Forecast for Environmental Impact Assessment

We refer to our submission of Technical Note on Traffic Forecast for Environmental Impact Assessment to TD via letter dated 22 April 2026 (Our ref.: J977.4/4) and the endorsement from Transport Department via fax dated 28 April 2026 regarding to the captioned subject.

We write to confirm that Transport Department's endorsed methodology prepared by us has been strictly adopted in preparing the traffic forecast for the Environmental Impact Assessment Report (Noise & Air) prepared by Ramboll Hong Kong Limited.

Should you have any queries, please do not hesitate to contact the undersigned at [REDACTED] / [REDACTED]

Yours sincerely,
For and on behalf of
Ho Wang SPB Limited



Tommy Lam
Associate

JW/TL/TA/my

c.c.: Asia Standard - Ms. Zoe Lee (zoelee@asiastandard.com) - by Email only

Chairman (Hon)

黃良會
L H Wang
MA PHD FCILT
MPIA ISO-CARP

Executive Director

黃仲川
Ir Joseph C C Wong
BEng (Hons) CEng MSc
CMILT MHKIE

Deputy Executive Director

梁天成
Tinson T S Leung
BEng (Hons) MSc
MHKIE MCIT

Director

蘇震華
Wallace C W Soh
BBA MA (Transport)
CMILT MCIT

Associate

林沛鏗
Tommy P H Lam
BSc MA CMILT



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电话: (86) 21-5465 6571
传真: (86) 21-5465 6573

By Fax
2866 4332



運輸署

Transport Department

本署檔案 Our Ref. : (00VFB) in 010-070-452-NR-TMDD-130
來函檔號 Your Ref. : J977.4/4
電話 Tel. : 2399 2426
圖文傳真 Fax : 2381 3799
電郵 Email : -

28 April 2026

Ho Wang SPB Limited
5/F, So Hong Commercial Building
41 - 47 Jervois Street, Sheung Wan
Hong Kong
(Attention: Mr Tinson LEUNG)

Dear Sir/Madam,

**Proposed Residential Development at Lot 531RP, 532DRP & 532RP in DD130
Lam Tei, Tuen Mun**

Technical Note for Traffic Forecast [Environmental Impact Assessment]

I refer to the above referenced letter regarding captioned.

Please note that Environmental Impact Assessment (Noise and Air) is not under our purview. We are not in a position to provide comments on the traffic figures tailor-made for the environmental assessment study. Notwithstanding the above, we have no objection in principle to the methodology of traffic forecast provided that the methodology is consistent with the TIA Report submitted in the project.

Yours faithfully,

(William MOK)

for Commissioner for Transport

Appendix 4.6

Proposed Rail Noise Mitigation Measures Schedule

Schedule of Rail Noise Mitigation Measures

Unit	Room	Floor	Noise Mitigation Measures
-	-	2/F	2m high Solid Balustrade on 2/F of the podium (Please refer to Figure 4.4 for details)
A1	LIV	3/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
A2	LIV	3/F-19/F	Fixed Glazing with Maintenance Window
A2	LIV	3/F-19/F	0.7m(L) Acoustic Fin with SAM
A2	BR	3/F-19/F	Fixed Glazing with Maintenance Window
A10	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
A10	BR	4/F-19/F	Fixed Glazing with Maintenance Window
B1	LIV	3/F-19/F	1.5m(L) Acoustic Fin with SAM
B1	LIV	3/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
B1	BR	3/F-19/F	Fixed Glazing with Maintenance Window
B2	BR	3/F-19/F	Fixed Glazing with Maintenance Window
B2	LIV	3/F-19/F	Fixed Glazing with Maintenance Window
B10	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
B10	BR	4/F-19/F	Fixed Glazing with Maintenance Window

Appendix 6.1

Proposed Overall Noise Mitigation Measures Schedule

Schedule of Overall Noise Mitigation Measures

Tower 1

NSRs	Unit	Room	Floor	Noise Mitigation Measures
-	-	-	2/F	2m high Solid Balustrade on 2/F of the podium (Please refer to Figure 4.4 for details)
N1-01	A1	LIV	3/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-04	A2	LIV	3/F-19/F	Fixed Glazing with Maintenance Window
-	A2	LIV	3/F-19/F	0.7m Acoustic Fin with Sound Absorption Material
N1-05	A2	BR	3/F-19/F	Fixed Glazing with Maintenance Window
N1-06	A2	BR	3/F-19/F	Acoustic Window (Baffle Type)
N1-07	A2	BR	3/F-19/F	Fixed Glazing with Maintenance Window
N1-08	A2	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-09	A3	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-10	A3	LIV	4/F-19/F	Enhanced Acoustic Balcony (Baffle Type)
N1-11	A3	BR	4/F-19/F	Acoustic Window (Baffle Type)
-	A3	BR	3/F-19/F	1.5m Acoustic Fin with Sound Absorption Material
N1-12	A4	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
-	A4	LIV	3/F-19/F	0.2m Acoustic Fin with Sound Absorption Material
N1-13	A4	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-14	A4	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-15	A5	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-16	A5	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-17	A5	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-18	A6	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-19	A6	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-20	A6	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-21	A7	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-22	A7	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-23	A7	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-24	A8	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-25	A8	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-26	A8	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-64	A10	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door

Schedule of Overall Noise Mitigation Measures

N1-65	A10	BR	4/F-19/F	Fixed Glazing with Maintenance Window
-	B1	LIV	3/F-19/F	1.5m Acoustic Fin with Sound Absorption Material
N1-52	B1	LIV	3/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-51	B1	BR	3/F-19/F	Fixed Glazing with Maintenance Window
N1-49	B2	BR	3/F-19/F	Fixed Glazing with Maintenance Window
N1-48	B2	BR	4/F-19/F	Acoustic Window (Baffle Type)
-	B2	LIV	3/F-19/F	Fixed Glazing with Maintenance Window
N1-47	B2	LIV	4/F-19/F	Enhanced Acoustic Balcony (Baffle Type)
N1-46	B3	BR	3/F-19/F	Acoustic Window (Baffle Type)
-	B3	BR	3/F-19/F	1.5m Acoustic Fin with Sound Absorption Material
N1-45	B3	BR	3/F-19/F	Fixed Glazing with Maintenance Window
N1-44	B3	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-43	B3	LIV	4/F-19/F	Fixed Glazing with Maintenance Window
-	B3	LIV	3/F-19/F	0.8m Acoustic Fin with Sound Absorption Material
N1-42	B3	LIV	4/F-19/F	Enhanced Acoustic Balcony (Baffle Type)
N1-41	B4	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-40	B4	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-39	B4	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-38	B5	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-37	B5	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-36	B5	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-35	B6	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-34	B6	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-33	B6	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-32	B7	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-31	B7	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-30	B7	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-29	B8	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-28	B8	LIV	4/F-19/F	Acoustic Window (Baffle Type)
N1-27	B8	BR	4/F-19/F	Acoustic Window (Baffle Type)
N1-57	B10	LIV	4/F-19/F	Fixed Glazing with Maintenance Window, Self-Closing Door
N1-56	B10	BR	4/F-19/F	Fixed Glazing with Maintenance Window
N1-01 to N1-08	A1 to A2	-	2/F	2m high Solid Balustrade on 2/F (Please refer to Figure 4.4 for details)

Schedule of Overall Noise Mitigation Measures

N1-07 to N1-11	A2 to A3	-	3/F	1.5m high solid wall at 3/F the flat roof (Please refer to Figure 3.2 for details)
N1-12 to N1-45	A4 to B3	-	3/F	1.5m high solid wall at 3/F the flat roof (Please refer to Figure 3.2 for details)
N1-47 to N1-48	B2	-	3/F	1.5m high solid wall at 3/F the flat roof (Please refer to Figure 3.2 for details)
N1-11	A3	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)
N1-13 to N1-16	A4 to A5	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)
N1-19 to N1-22	A6 to A7	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)
N1-25 to N1-28	A8 to B8	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)
N1-43 to N1-44	B3	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)
N1-37 to N1-40	B4 to B5	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)
N1-31 to N1-34	B6 to B7	-	3/F-19/F	Sound Absorption Material on Façade (Please refer to Figure 3.2 for details)

**Proposed Residential Development (Flat) with Shop and Services Uses
with Minor Relaxation of Plot Ratio and Building Height Restrictions
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and
adjoining Government Land**

(Planning Application No. A/TM-LTY/502)

Further Information No. 4

Appendix V

Replacement Pages of Air Quality Impact Assessment

5. OPERATIONAL PHASE AIR QUALITY ASSESSMENT

5.1 Overview of Assessment Approach

- 5.1.1 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 Proposed Development is anticipated;
 - Tier 2 contributions – other key emission sources within the study area (500m Assessment Area from the Development Site boundary of the Proposed Development) may have the potential to contribute to the cumulative air quality impact, including vehicular and industrial;
 - Tier 3 contributions – represents background contributions which include other potential emission sources not captured by Tier 1 and Tier 2 contributions.
- 5.1.2 The Proposed Development is expected to commence operation in 2030 upon the in-situ conversion, and the predicted hourly background concentrations of NO₂, RSP, FSP, SO₂ and O₃ in 2030 in the relevant PATH grids obtained from the PATH model v3.0 would be adopted as the background contributions.

5.2 Vehicular Emissions from the Open Roads

- 5.2.1 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 is being sought from Transport Department (TD) and the reply from TD on the methodology adopted for the traffic forecast is provided in **Appendix 5.7**.
- 5.2.2 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 2031 (i.e. commencement of operation), 2038 (i.e. seven years after commencement), and 2046 (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.

5.3 Vehicular Emissions from Bus Terminus/ Public Transport Interchange

- 5.3.1 Two Bus Terminus (BT) and one Public Transport Interchange (PTI) are found within 500m Assessment Area from the Development Site boundary, including Siu Hong Court Bus Terminus, Fu Tai Estate Bus Terminus and Siu Hong Station (North) Public Transport Interchange, as shown in **Figure 5.1**. Those vehicular emissions would have the potential to cause air quality impacts to the Proposed Development during the operational phase. NO₂, RSP and FSP impacts due to vehicular emissions from the above-mentioned BTs and PTI (including starting, idling and running emissions from Public Light Buses (PLB), Double Deck Franchised Buses (FBDD) and Non-franchised Buses) were quantitatively assessed. The detailed assessment approaches for BTs and PTI, and the distribution of emissions are shown in **Section 5.6.13**.
- 5.3.2 Vehicle activity data for each relevant vehicle type (i.e. PLB, FBDD and NFB) associated with BTs and PTI was provided by the Project Traffic Consultant based on information

recorded distribution in EPD document: "2018 Vehicle Licensed Number by Age and Technology Group Fractions".

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

- 5.7.8 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) is being sought and the reply from TD for the traffic forecast will be provided in **Appendix 5.7**. 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

- 5.7.9 "Hong Kong" is selected as the Geographical Area.

Calendar Year

- 5.7.10 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 2031 (i.e. completion year of the proposed development), 2038 (i.e. seven years after completion year), and 2046 (i.e. fifteen years after completion year).

Season or Month

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

Mode and Output

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

Temperature and Humidity

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

- 5.7.14 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 4 different grids (Grid (20, 44), Grid (21, 44) Grid (20,43) and Grid (21, 43)), the minimum quarterly temperatures and relative humidities among these covered PATH grids were applied for the calculation of emissions from BT/PTI for both short-term and long-term air quality impact.

Speeds

- 5.7.15 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 5.7.8**, confirmation from TD is being sought and the reply from TD on the traffic forecast will be provided in **Appendix 5.7**.

Exhaust / Evaporation Technology Fractions

- 5.7.16 Vehicle classes are grouped with different exhaust and evaporation technology group indexes and technology fractions. Each technology group represents a distinct emission

except annual average NO₂ concentrations of ASRs A2 to A5 at 1.5m above ground (i.e. G/F). There would not be any air sensitive uses or fresh air intake of mechanical system located within the area with exceedances. The fresh air intake location of the entrance lobby and the shop will not be situated within the exceedance zones. In addition, a positive pressure ventilation system and door closure management will be considered and adopted in the later design stage to further minimize potential air quality impact. Therefore, the Proposed Development will not be subject to adverse air quality impact.

RSP

- 5.10.3 The predicted results of the 10th highest 24-hour average and annual average RSP concentrations for all identified ASRs are summarized in **Appendix 5.11**. The results indicate that RSP concentrations at all locations of the Proposed Development would comply with the relevant AQOs.

FSP

- 5.10.4 The predicted results of the 19th highest 24-hour average and annual average FSP concentrations for all identified ASRs are summarized in **Appendix 5.11**. The results indicate that FSP concentrations at all locations of the Proposed Development would comply with the relevant AQOs.

SO₂

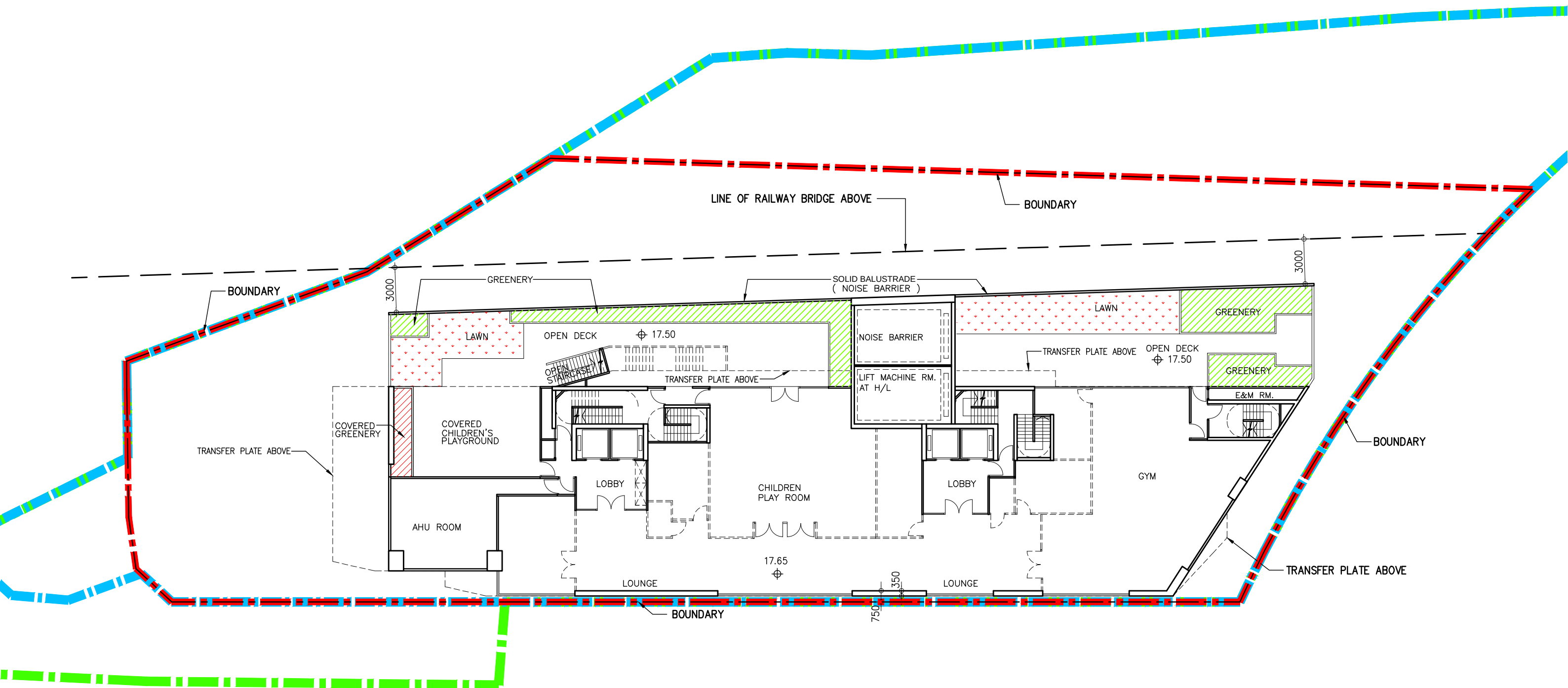
- 5.10.5 The predicted results of the 4th highest 10-minute average and 4th highest 24-hour average SO₂ concentration at all identified ASRs are summarized in **Appendix 5.11**. The results indicate that SO₂ concentrations at all locations of Proposed Development would comply with the relevant AQOs.

5.11 Odour Impact

- 5.11.1 By referring to the Previous Approved AQIA Report, a potential odour source – the roast pig factory was identified. According to the observation of the onsite surveys conducted in the Previous Approved AQIA Report and records provided by EPD, it was concluded that adverse odour impact on the Proposed Development would not be anticipated. The relevant information is provided in **Appendix 5.13**. The location of the roast pig factory is shown in **Figure 5.5**. As the onsite surveys were conducted about three years ago, additional onsite surveys were conducted on 31 October 2025 at 2pm and 22 January 2026 at 10am for the verification. According to the observation during the onsite survey, the condition of the roast pig factory was similar as before and no odour arisen from the roast pig factory was observed during its operation near the Development Site. Moreover, as the oily fume and cooking odour emissions from cooking processes are under the control of the Air Pollution Control Ordinance (APCO), it is necessary for the owner and operator of the roast pig factory to take appropriate measures to ensure that no visible cooking fumes nor objectionable odour would be emitted causing any forms of pollution. Therefore, it is anticipated that odour impact arisen from the roast pig factory can be avoided and minimized under the control of the APCO. Therefore, it is anticipated that no odour impact would be arisen from the roast pig factory on the Proposed Development. Moreover, according to the observations during the onsite surveys, no potential odour impact from nearby industrial activities were observed during onsite surveys. As the records were provided by EPD in end of 2022, a request has been submitted to EPD for seeking the most recent complaint records (covering the past five years) related to air quality and odour issues within the 500 m assessment area. According to the reply from EPD, there was no substantial complaints within the past five years (please refer to **Appendix 5.14**).

Appendix 2.1

Master Layout Plan, Floor Plans and Section Plan of the Proposed Development



2nd FLOOR PLAN (RESIDENTIAL RECREATIONAL FACILITIES)

RECREATIONAL FACILITIES AREA = 10800.00 x 5% = 540.00 s.m.

- GREENERY / LAWN
- COVERED GREENERY

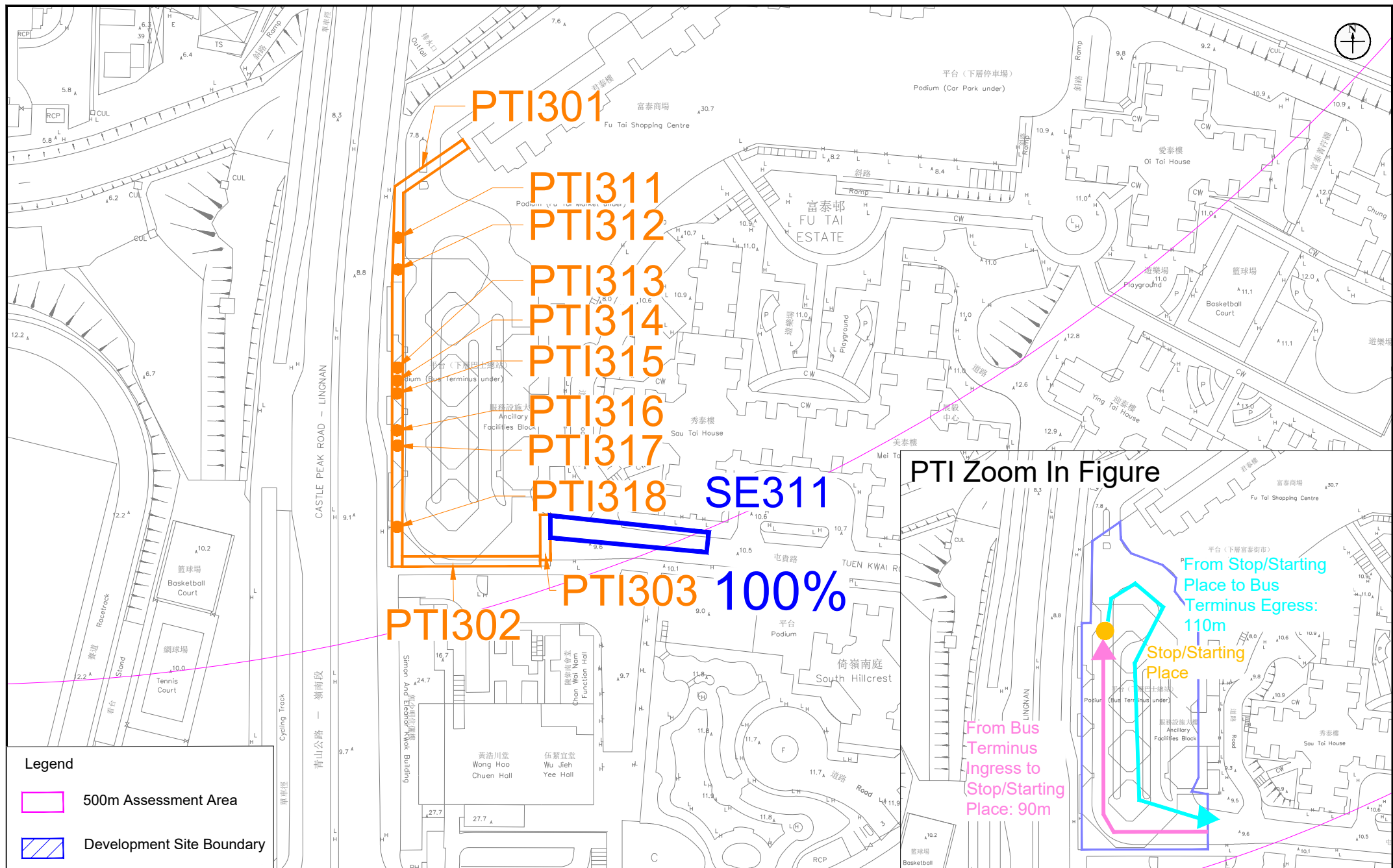
- DEVELOPMENT BOUNDARY
- SITE BOUNDARY UNDER LEASE
- APPLICATION BOUNDARY

MLA
ARCHITECTS (HK) LTD
馬樂建築師事務所(香港)有限公司

馬樂

Appendix 5.5

Input Parameters of Bus Terminus and Public Transport Interchanges in AERMOD



Appendix: 5.5d		RAMBOLL
Title:	Public Transport Interchange Emission Sources - Fu Tai Estate Bus Terminus (Public Light Bus - LPG)	Drawn by: AW
Project:	S16 Planning Application Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for the Proposed Residential Development (Flat) with Shop and Services Use at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and the Adjoining Government Land, Lam Tei Tuen Mun	Checked by: BF
		Rev.: 1.1
		Date: Feb 2026

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q1)

Fu Tai Estate Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
	ID		(m)	(m)	(mPD)	(mAG)	(m)	NO	NO ₂
Emission Outside Fu Tai Estate Bus Terminus									
Fu Tai Estate Bus Terminus - Franchised Bus	SE201	AREAPOLY	816290.0	830405.5	10.85	3.74	3.48	9.77E-07	9.19E-08
			816404.7	830393.1					
			816423.6	830403.7					
			816444.0	830394.6					
			816407.2	830331.8					
			816385.1	830309.4					
			816351.9	830292.9					
			816225.3	830293.0					
			816225.6	830445.6					
			816235.8	830551.8					
			816243.5	830550.9					
			816233.7	830462.9					
			816232.6	830299.7					
			816354.4	830299.0					
			816395.2	830322.9					
			816429.6	830389.2					
			816423.1	830391.3					
			816421.0	830387.4					
			816290.1	830399.7					
Fu Tai Estate Bus Terminus - Franchised Bus	SE202	AREAPOLY	816238.1	830299.6	12.81	3.74	3.48	4.01E-06	3.77E-07
			816354.4	830299.0					
			816395.2	830322.9					
			816429.6	830389.2					
			816423.1	830391.3					
			816421.0	830387.4					
			816290.1	830399.7					
			816290.0	830405.5					
			816404.7	830393.1					
			816423.6	830403.7					
			816444.0	830394.6					
			816407.2	830331.8					
			816385.1	830309.4					
			816351.9	830292.9					
			816245.6	830292.9					
			816242.2	830083.9					
			816222.6	830026.3					
			816215.1	830029.7					
			816233.8	830081.5					

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q1)

Fu Tai Estate Bus Terminus

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	5.50E-04	5.04E-04	4.56E-05	0.00E+00	0.00E+00
0200 - 0300	1.24E-03	1.14E-03	1.03E-04	0.00E+00	0.00E+00
0300 - 0400	5.52E-04	4.79E-04	7.29E-05	0.00E+00	0.00E+00
0400 - 0500	1.93E-03	1.75E-03	1.87E-04	0.00E+00	0.00E+00
0500 - 0600	7.08E-03	6.45E-03	6.23E-04	0.00E+00	0.00E+00
0600 - 0700	9.20E-03	8.40E-03	7.97E-04	0.00E+00	0.00E+00
0700 - 0800	2.52E-02	2.30E-02	2.17E-03	0.00E+00	0.00E+00
0800 - 0900	1.19E-03	1.09E-03	9.91E-05	0.00E+00	0.00E+00
0900 - 1000	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1000 - 1100	4.99E-04	4.57E-04	4.19E-05	0.00E+00	0.00E+00
1100 - 1200	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
1200 - 1300	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
1300 - 1400	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1400 - 1500	1.06E-03	9.76E-04	8.83E-05	0.00E+00	0.00E+00
1500 - 1600	3.93E-04	3.60E-04	3.32E-05	0.00E+00	0.00E+00
1600 - 1700	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1700 - 1800	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1800 - 1900	2.38E-03	2.18E-03	1.98E-04	0.00E+00	0.00E+00
1900 - 2000	1.28E-03	1.17E-03	1.07E-04	0.00E+00	0.00E+00
2000 - 2100	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
2100 - 2200	1.10E-03	1.01E-03	9.12E-05	0.00E+00	0.00E+00
2200 - 2300	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
2300 - 2400	1.38E-03	1.27E-03	1.14E-04	0.00E+00	0.00E+00
	max:	2.3E-02	2.2E-03	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0219	0.0210
0200 - 0300	0.0494	0.0474
0300 - 0400	0.0208	0.0336
0400 - 0500	0.0758	0.0864
0500 - 0600	0.2800	0.2871
0600 - 0700	0.3644	0.3674
0700 - 0800	1.0000	1.0000
0800 - 0900	0.0473	0.0457
0900 - 1000	0.0255	0.0247
1000 - 1100	0.0198	0.0193
1100 - 1200	0.0367	0.0354
1200 - 1300	0.0367	0.0354
1300 - 1400	0.0255	0.0247
1400 - 1500	0.0423	0.0407
1500 - 1600	0.0156	0.0153
1600 - 1700	0.0255	0.0247
1700 - 1800	0.0255	0.0247
1800 - 1900	0.0947	0.0914
1900 - 2000	0.0509	0.0494
2000 - 2100	0.0367	0.0354
2100 - 2200	0.0437	0.0421
2200 - 2300	0.0367	0.0354
2300 - 2400	0.0550	0.0528

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q2)

Fu Tai Estate Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
	ID		(m)	(m)	(mPD)	(mAG)	(m)	NO	NO ₂
Emission Outside Fu Tai Estate Bus Terminus									
Fu Tai Estate Bus Terminus - Franchised Bus	SE201	AREAPOLY	816290.0	830405.5	10.85	3.74	3.48	9.77E-07	9.19E-08
			816404.7	830393.1					
			816423.6	830403.7					
			816444.0	830394.6					
			816407.2	830331.8					
			816385.1	830309.4					
			816351.9	830292.9					
			816225.3	830293.0					
			816225.6	830445.6					
			816235.8	830551.8					
			816243.5	830550.9					
			816233.7	830462.9					
			816232.6	830299.7					
			816354.4	830299.0					
			816395.2	830322.9					
			816429.6	830389.2					
			816423.1	830391.3					
			816421.0	830387.4					
			816290.1	830399.7					
Fu Tai Estate Bus Terminus - Franchised Bus	SE202	AREAPOLY	816238.1	830299.6	12.81	3.74	3.48	4.01E-06	3.77E-07
			816354.4	830299.0					
			816395.2	830322.9					
			816429.6	830389.2					
			816423.1	830391.3					
			816421.0	830387.4					
			816290.1	830399.7					
			816290.0	830405.5					
			816404.7	830393.1					
			816423.6	830403.7					
			816444.0	830394.6					
			816407.2	830331.8					
			816385.1	830309.4					
			816351.9	830292.9					
			816245.6	830292.9					
			816242.2	830083.9					
			816222.6	830026.3					
			816215.1	830029.7					
			816233.8	830081.5					

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q2)

Fu Tai Estate Bus Terminus

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	5.50E-04	5.04E-04	4.56E-05	0.00E+00	0.00E+00
0200 - 0300	1.24E-03	1.14E-03	1.03E-04	0.00E+00	0.00E+00
0300 - 0400	5.52E-04	4.79E-04	7.29E-05	0.00E+00	0.00E+00
0400 - 0500	1.93E-03	1.75E-03	1.87E-04	0.00E+00	0.00E+00
0500 - 0600	7.08E-03	6.45E-03	6.23E-04	0.00E+00	0.00E+00
0600 - 0700	9.20E-03	8.40E-03	7.97E-04	0.00E+00	0.00E+00
0700 - 0800	2.52E-02	2.30E-02	2.17E-03	0.00E+00	0.00E+00
0800 - 0900	1.19E-03	1.09E-03	9.91E-05	0.00E+00	0.00E+00
0900 - 1000	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1000 - 1100	4.99E-04	4.57E-04	4.19E-05	0.00E+00	0.00E+00
1100 - 1200	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
1200 - 1300	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
1300 - 1400	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1400 - 1500	1.06E-03	9.76E-04	8.83E-05	0.00E+00	0.00E+00
1500 - 1600	3.93E-04	3.60E-04	3.32E-05	0.00E+00	0.00E+00
1600 - 1700	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1700 - 1800	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1800 - 1900	2.38E-03	2.18E-03	1.98E-04	0.00E+00	0.00E+00
1900 - 2000	1.28E-03	1.17E-03	1.07E-04	0.00E+00	0.00E+00
2000 - 2100	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
2100 - 2200	1.10E-03	1.01E-03	9.12E-05	0.00E+00	0.00E+00
2200 - 2300	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
2300 - 2400	1.38E-03	1.27E-03	1.14E-04	0.00E+00	0.00E+00
	max:	2.3E-02	2.2E-03	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0219	0.0210
0200 - 0300	0.0494	0.0474
0300 - 0400	0.0208	0.0336
0400 - 0500	0.0758	0.0864
0500 - 0600	0.2800	0.2871
0600 - 0700	0.3644	0.3674
0700 - 0800	1.0000	1.0000
0800 - 0900	0.0473	0.0457
0900 - 1000	0.0255	0.0247
1000 - 1100	0.0198	0.0193
1100 - 1200	0.0367	0.0354
1200 - 1300	0.0367	0.0354
1300 - 1400	0.0255	0.0247
1400 - 1500	0.0423	0.0407
1500 - 1600	0.0156	0.0153
1600 - 1700	0.0255	0.0247
1700 - 1800	0.0255	0.0247
1800 - 1900	0.0947	0.0914
1900 - 2000	0.0509	0.0494
2000 - 2100	0.0367	0.0354
2100 - 2200	0.0437	0.0421
2200 - 2300	0.0367	0.0354
2300 - 2400	0.0550	0.0528

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q3)

Fu Tai Estate Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
	ID		(m)	(m)	(mPD)	(mAG)	(m)	NO	NO ₂
Emission Outside Fu Tai Estate Bus Terminus									
Fu Tai Estate Bus Terminus - Franchised Bus	SE201	AREAPOLY	816290.0	830405.5	10.85	3.74	3.48	9.77E-07	9.19E-08
			816404.7	830393.1					
			816423.6	830403.7					
			816444.0	830394.6					
			816407.2	830331.8					
			816385.1	830309.4					
			816351.9	830292.9					
			816225.3	830293.0					
			816225.6	830445.6					
			816235.8	830551.8					
			816243.5	830550.9					
			816233.7	830462.9					
			816232.6	830299.7					
			816354.4	830299.0					
			816395.2	830322.9					
			816429.6	830389.2					
			816423.1	830391.3					
			816421.0	830387.4					
			816290.1	830399.7					
Fu Tai Estate Bus Terminus - Franchised Bus	SE202	AREAPOLY	816238.1	830299.6	12.81	3.74	3.48	4.01E-06	3.77E-07
			816354.4	830299.0					
			816395.2	830322.9					
			816429.6	830389.2					
			816423.1	830391.3					
			816421.0	830387.4					
			816290.1	830399.7					
			816290.0	830405.5					
			816404.7	830393.1					
			816423.6	830403.7					
			816444.0	830394.6					
			816407.2	830331.8					
			816385.1	830309.4					
			816351.9	830292.9					
			816245.6	830292.9					
			816242.2	830083.9					
			816222.6	830026.3					
			816215.1	830029.7					
			816233.8	830081.5					

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q3)

Fu Tai Estate Bus Terminus

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	5.50E-04	5.04E-04	4.56E-05	0.00E+00	0.00E+00
0200 - 0300	1.24E-03	1.14E-03	1.03E-04	0.00E+00	0.00E+00
0300 - 0400	5.52E-04	4.79E-04	7.29E-05	0.00E+00	0.00E+00
0400 - 0500	1.93E-03	1.75E-03	1.87E-04	0.00E+00	0.00E+00
0500 - 0600	7.08E-03	6.45E-03	6.23E-04	0.00E+00	0.00E+00
0600 - 0700	9.20E-03	8.40E-03	7.97E-04	0.00E+00	0.00E+00
0700 - 0800	2.52E-02	2.30E-02	2.17E-03	0.00E+00	0.00E+00
0800 - 0900	1.19E-03	1.09E-03	9.91E-05	0.00E+00	0.00E+00
0900 - 1000	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1000 - 1100	4.99E-04	4.57E-04	4.19E-05	0.00E+00	0.00E+00
1100 - 1200	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
1200 - 1300	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
1300 - 1400	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1400 - 1500	1.06E-03	9.76E-04	8.83E-05	0.00E+00	0.00E+00
1500 - 1600	3.93E-04	3.60E-04	3.32E-05	0.00E+00	0.00E+00
1600 - 1700	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1700 - 1800	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1800 - 1900	2.38E-03	2.18E-03	1.98E-04	0.00E+00	0.00E+00
1900 - 2000	1.28E-03	1.17E-03	1.07E-04	0.00E+00	0.00E+00
2000 - 2100	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
2100 - 2200	1.10E-03	1.01E-03	9.12E-05	0.00E+00	0.00E+00
2200 - 2300	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
2300 - 2400	1.38E-03	1.27E-03	1.14E-04	0.00E+00	0.00E+00
	max:	2.3E-02	2.2E-03	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0219	0.0210
0200 - 0300	0.0494	0.0474
0300 - 0400	0.0208	0.0336
0400 - 0500	0.0758	0.0864
0500 - 0600	0.2800	0.2871
0600 - 0700	0.3644	0.3674
0700 - 0800	1.0000	1.0000
0800 - 0900	0.0473	0.0457
0900 - 1000	0.0255	0.0247
1000 - 1100	0.0198	0.0193
1100 - 1200	0.0367	0.0354
1200 - 1300	0.0367	0.0354
1300 - 1400	0.0255	0.0247
1400 - 1500	0.0423	0.0407
1500 - 1600	0.0156	0.0153
1600 - 1700	0.0255	0.0247
1700 - 1800	0.0255	0.0247
1800 - 1900	0.0947	0.0914
1900 - 2000	0.0509	0.0494
2000 - 2100	0.0367	0.0354
2100 - 2200	0.0437	0.0421
2200 - 2300	0.0367	0.0354
2300 - 2400	0.0550	0.0528

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q4)

Fu Tai Estate Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate		
	ID		(m)	(m)	(mPD)	(mAG)	(m)	NO	NO ₂	
								(g/m ² /s)		
Emission Outside Fu Tai Estate Bus Terminus										
Fu Tai Estate Bus Terminus - Franchised Bus	SE201	AREAPOLY	816290.0	830405.5	10.85	3.74	3.48	9.77E-07	9.19E-08	
			816404.7	830393.1						
			816423.6	830403.7						
			816444.0	830394.6						
			816407.2	830331.8						
			816385.1	830309.4						
			816351.9	830292.9						
			816225.3	830293.0						
			816225.6	830445.6						
			816235.8	830551.8						
			816243.5	830550.9						
			816233.7	830462.9						
			816232.6	830299.7						
			816354.4	830299.0						
			816395.2	830322.9						
			816429.6	830389.2						
			816423.1	830391.3						
			816421.0	830387.4						
			816290.1	830399.7						
Fu Tai Estate Bus Terminus - Franchised Bus	SE202	AREAPOLY	816238.1	830299.6	12.81	3.74	3.48	4.01E-06	3.77E-07	
			816354.4	830299.0						
			816395.2	830322.9						
			816429.6	830389.2						
			816423.1	830391.3						
			816421.0	830387.4						
			816290.1	830399.7						
			816290.0	830405.5						
			816404.7	830393.1						
			816423.6	830403.7						
			816444.0	830394.6						
			816407.2	830331.8						
			816385.1	830309.4						
			816351.9	830292.9						
			816245.6	830292.9						
			816242.2	830083.9						
			816222.6	830026.3						
			816215.1	830029.7						
			816233.8	830081.5						

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q4)

Fu Tai Estate Bus Terminus

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	5.50E-04	5.04E-04	4.56E-05	0.00E+00	0.00E+00
0200 - 0300	1.24E-03	1.14E-03	1.03E-04	0.00E+00	0.00E+00
0300 - 0400	5.52E-04	4.79E-04	7.29E-05	0.00E+00	0.00E+00
0400 - 0500	1.93E-03	1.75E-03	1.87E-04	0.00E+00	0.00E+00
0500 - 0600	7.08E-03	6.45E-03	6.23E-04	0.00E+00	0.00E+00
0600 - 0700	9.20E-03	8.40E-03	7.97E-04	0.00E+00	0.00E+00
0700 - 0800	2.52E-02	2.30E-02	2.17E-03	0.00E+00	0.00E+00
0800 - 0900	1.19E-03	1.09E-03	9.91E-05	0.00E+00	0.00E+00
0900 - 1000	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1000 - 1100	4.99E-04	4.57E-04	4.19E-05	0.00E+00	0.00E+00
1100 - 1200	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
1200 - 1300	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
1300 - 1400	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1400 - 1500	1.06E-03	9.76E-04	8.83E-05	0.00E+00	0.00E+00
1500 - 1600	3.93E-04	3.60E-04	3.32E-05	0.00E+00	0.00E+00
1600 - 1700	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1700 - 1800	6.40E-04	5.87E-04	5.35E-05	0.00E+00	0.00E+00
1800 - 1900	2.38E-03	2.18E-03	1.98E-04	0.00E+00	0.00E+00
1900 - 2000	1.28E-03	1.17E-03	1.07E-04	0.00E+00	0.00E+00
2000 - 2100	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
2100 - 2200	1.10E-03	1.01E-03	9.12E-05	0.00E+00	0.00E+00
2200 - 2300	9.23E-04	8.46E-04	7.67E-05	0.00E+00	0.00E+00
2300 - 2400	1.38E-03	1.27E-03	1.14E-04	0.00E+00	0.00E+00
max:		2.3E-02	2.2E-03	0.0E+00	0.0E+00

Hour	Hourly Profile	
	NO	NO2
0000 - 0100	0.0000	0.0000
0100 - 0200	0.0219	0.0210
0200 - 0300	0.0494	0.0474
0300 - 0400	0.0208	0.0336
0400 - 0500	0.0758	0.0864
0500 - 0600	0.2800	0.2871
0600 - 0700	0.3644	0.3674
0700 - 0800	1.0000	1.0000
0800 - 0900	0.0473	0.0457
0900 - 1000	0.0255	0.0247
1000 - 1100	0.0198	0.0193
1100 - 1200	0.0367	0.0354
1200 - 1300	0.0367	0.0354
1300 - 1400	0.0255	0.0247
1400 - 1500	0.0423	0.0407
1500 - 1600	0.0156	0.0153
1600 - 1700	0.0255	0.0247
1700 - 1800	0.0255	0.0247
1800 - 1900	0.0947	0.0914
1900 - 2000	0.0509	0.0494
2000 - 2100	0.0367	0.0354
2100 - 2200	0.0437	0.0421
2200 - 2300	0.0367	0.0354
2300 - 2400	0.0550	0.0528

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q1)

Fu Tai Estate Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Sznit	Max. Hourly Emission Rate		
	ID		(m)	(m)	(mPD)	(mAG)	(m)	NO	NO ₂	
								(g/m ² /s)		
Emission Outside Fu Tai Estate Bus Terminus (Public Light Bus Terminus including PLB (Diesel) & PLB (LPG))										
Fu Tai Estate Bus Terminus - PLB (Diesel)	SE301	AREAPOLY	816238.1	830299.6	12.03	2.55	2.37	1.58E-07	6.16E-08	
			816354.4	830299.0						
			816395.2	830322.9						
			816429.6	830389.2						
			816423.1	830391.3						
			816421.0	830387.4						
			816290.1	830399.7						
			816290.0	830405.5						
			816404.7	830393.1						
			816423.6	830403.7						
			816444.0	830394.6						
			816407.2	830331.8						
			816385.1	830309.4						
			816351.9	830292.9						
			816245.6	830292.9						
			816242.3	830093.4						
816234.0	830093.6									
Fu Tai Estate Bus Terminus - PLB (LPG)	SE311	AREAPOLY	816331.4	830401.0	9.60	2.55	2.37	2.46E-06	1.23E-08	
			816290.0	830405.5						
			816290.1	830399.7						
			816330.9	830395.8						

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q1)

Fu Tai Estate 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	9.08E-04	6.54E-04	2.54E-04	0.00E+00	0.00E+00
0600 - 0700	3.35E-05	2.41E-05	9.35E-06	0.00E+00	0.00E+00
0700 - 0800	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
0800 - 0900	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
0900 - 1000	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1000 - 1100	7.47E-05	5.38E-05	2.09E-05	0.00E+00	0.00E+00
1100 - 1200	6.51E-05	4.69E-05	1.82E-05	0.00E+00	0.00E+00
1200 - 1300	6.51E-05	4.69E-05	1.82E-05	0.00E+00	0.00E+00
1300 - 1400	7.47E-05	5.38E-05	2.09E-05	0.00E+00	0.00E+00
1400 - 1500	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1500 - 1600	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1600 - 1700	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1700 - 1800	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1800 - 1900	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1900 - 2000	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
2000 - 2100	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
2100 - 2200	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
2200 - 2300	6.51E-05	4.69E-05	1.82E-05	0.00E+00	0.00E+00
2300 - 2400	1.35E-04	9.72E-05	3.78E-05	0.00E+00	0.00E+00
max:		6.5E-04	2.5E-04	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	1.0000	1.0000
0600 - 0700	0.0369	0.0368
0700 - 0800	0.0665	0.0663
0800 - 0900	0.0665	0.0663
0900 - 1000	0.0665	0.0663
1000 - 1100	0.0822	0.0823
1100 - 1200	0.0717	0.0717
1200 - 1300	0.0717	0.0717
1300 - 1400	0.0822	0.0823
1400 - 1500	0.0665	0.0663
1500 - 1600	0.0665	0.0663
1600 - 1700	0.0665	0.0663
1700 - 1800	0.0665	0.0663
1800 - 1900	0.0665	0.0663
1900 - 2000	0.0665	0.0663
2000 - 2100	0.0665	0.0663
2100 - 2200	0.0665	0.0663
2200 - 2300	0.0717	0.0717
2300 - 2400	0.1488	0.1489

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q1)

Fu Tai Estate 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	5.42E-04	5.39E-04	2.71E-06	0.00E+00	0.00E+00
0600 - 0700	1.06E-04	1.05E-04	5.28E-07	0.00E+00	0.00E+00
0700 - 0800	3.18E-04	3.16E-04	1.58E-06	0.00E+00	0.00E+00
0800 - 0900	3.18E-04	3.16E-04	1.58E-06	0.00E+00	0.00E+00
0900 - 1000	3.18E-04	3.16E-04	1.58E-06	0.00E+00	0.00E+00
1000 - 1100	2.77E-04	2.76E-04	1.38E-06	0.00E+00	0.00E+00
1100 - 1200	5.64E-04	5.61E-04	2.81E-06	0.00E+00	0.00E+00
1200 - 1300	5.64E-04	5.61E-04	2.81E-06	0.00E+00	0.00E+00
1300 - 1400	2.77E-04	2.76E-04	1.38E-06	0.00E+00	0.00E+00
1400 - 1500	3.18E-04	3.16E-04	1.58E-06	0.00E+00	0.00E+00
1500 - 1600	3.18E-04	3.16E-04	1.58E-06	0.00E+00	0.00E+00
1600 - 1700	3.18E-04	3.16E-04	1.58E-06	0.00E+00	0.00E+00
1700 - 1800	3.18E-04	3.16E-04	1.58E-06	0.00E+00	0.00E+00
1800 - 1900	3.18E-04	3.16E-04	1.58E-06	0.00E+00	0.00E+00
1900 - 2000	3.18E-04	3.16E-04	1.58E-06	0.00E+00	0.00E+00
2000 - 2100	3.18E-04	3.16E-04	1.58E-06	0.00E+00	0.00E+00
2100 - 2200	3.18E-04	3.16E-04	1.58E-06	0.00E+00	0.00E+00
2200 - 2300	5.64E-04	5.61E-04	2.81E-06	0.00E+00	0.00E+00
2300 - 2400	4.58E-04	4.55E-04	2.29E-06	0.00E+00	0.00E+00
	max:	5.6E-04	2.8E-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	0.9611	0.9632
0600 - 0700	0.1879	0.1877
0700 - 0800	0.5638	0.5630
0800 - 0900	0.5638	0.5630
0900 - 1000	0.5638	0.5630
1000 - 1100	0.4920	0.4912
1100 - 1200	1.0000	1.0000
1200 - 1300	1.0000	1.0000
1300 - 1400	0.4920	0.4912
1400 - 1500	0.5638	0.5630
1500 - 1600	0.5638	0.5630
1600 - 1700	0.5638	0.5630
1700 - 1800	0.5638	0.5630
1800 - 1900	0.5638	0.5630
1900 - 2000	0.5638	0.5630
2000 - 2100	0.5638	0.5630
2100 - 2200	0.5638	0.5630
2200 - 2300	1.0000	1.0000
2300 - 2400	0.8121	0.8123

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q2)

Fu Tai Estate Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Sznit	Max. Hourly Emission Rate		
	ID		(m)	(m)	(mPD)	(mAG)	(m)	NO	NO ₂	
								(g/m ² /s)		
Emission Outside Fu Tai Estate Bus Terminus (Public Light Bus Terminus including PLB (Diesel) & PLB (LPG))										
Fu Tai Estate Bus Terminus - PLB (Diesel)	SE301	AREAPOLY	816238.1	830299.6	12.03	2.55	2.37	1.58E-07	6.16E-08	
			816354.4	830299.0						
			816395.2	830322.9						
			816429.6	830389.2						
			816423.1	830391.3						
			816421.0	830387.4						
			816290.1	830399.7						
			816290.0	830405.5						
			816404.7	830393.1						
			816423.6	830403.7						
			816444.0	830394.6						
			816407.2	830331.8						
			816385.1	830309.4						
			816351.9	830292.9						
			816245.6	830292.9						
			816242.3	830093.4						
816234.0	830093.6									
Fu Tai Estate Bus Terminus - PLB (LPG)	SE311	AREAPOLY	816331.4	830401.0	9.60	2.55	2.37	2.21E-06	1.11E-08	
			816290.0	830405.5						
			816290.1	830399.7						
			816330.9	830395.8						

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q2)

Fu Tai Estate 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	9.08E-04	6.54E-04	2.54E-04	0.00E+00	0.00E+00
0600 - 0700	3.35E-05	2.41E-05	9.35E-06	0.00E+00	0.00E+00
0700 - 0800	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
0800 - 0900	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
0900 - 1000	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1000 - 1100	7.47E-05	5.38E-05	2.09E-05	0.00E+00	0.00E+00
1100 - 1200	6.51E-05	4.69E-05	1.82E-05	0.00E+00	0.00E+00
1200 - 1300	6.51E-05	4.69E-05	1.82E-05	0.00E+00	0.00E+00
1300 - 1400	7.47E-05	5.38E-05	2.09E-05	0.00E+00	0.00E+00
1400 - 1500	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1500 - 1600	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1600 - 1700	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1700 - 1800	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1800 - 1900	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1900 - 2000	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
2000 - 2100	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
2100 - 2200	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
2200 - 2300	6.51E-05	4.69E-05	1.82E-05	0.00E+00	0.00E+00
2300 - 2400	1.35E-04	9.72E-05	3.78E-05	0.00E+00	0.00E+00
max:		6.5E-04	2.5E-04	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	1.0000	1.0000
0600 - 0700	0.0369	0.0368
0700 - 0800	0.0665	0.0663
0800 - 0900	0.0665	0.0663
0900 - 1000	0.0665	0.0663
1000 - 1100	0.0822	0.0823
1100 - 1200	0.0717	0.0717
1200 - 1300	0.0717	0.0717
1300 - 1400	0.0822	0.0823
1400 - 1500	0.0665	0.0663
1500 - 1600	0.0665	0.0663
1600 - 1700	0.0665	0.0663
1700 - 1800	0.0665	0.0663
1800 - 1900	0.0665	0.0663
1900 - 2000	0.0665	0.0663
2000 - 2100	0.0665	0.0663
2100 - 2200	0.0665	0.0663
2200 - 2300	0.0717	0.0717
2300 - 2400	0.1488	0.1489

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q2)

Fu Tai Estate 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	4.84E-04	4.82E-04	2.42E-06	0.00E+00	0.00E+00
0600 - 0700	9.41E-05	9.36E-05	4.69E-07	0.00E+00	0.00E+00
0700 - 0800	2.82E-04	2.81E-04	1.41E-06	0.00E+00	0.00E+00
0800 - 0900	2.82E-04	2.81E-04	1.41E-06	0.00E+00	0.00E+00
0900 - 1000	2.82E-04	2.81E-04	1.41E-06	0.00E+00	0.00E+00
1000 - 1100	2.48E-04	2.46E-04	1.23E-06	0.00E+00	0.00E+00
1100 - 1200	5.05E-04	5.03E-04	2.53E-06	0.00E+00	0.00E+00
1200 - 1300	5.05E-04	5.03E-04	2.53E-06	0.00E+00	0.00E+00
1300 - 1400	2.48E-04	2.46E-04	1.23E-06	0.00E+00	0.00E+00
1400 - 1500	2.82E-04	2.81E-04	1.41E-06	0.00E+00	0.00E+00
1500 - 1600	2.82E-04	2.81E-04	1.41E-06	0.00E+00	0.00E+00
1600 - 1700	2.82E-04	2.81E-04	1.41E-06	0.00E+00	0.00E+00
1700 - 1800	2.82E-04	2.81E-04	1.41E-06	0.00E+00	0.00E+00
1800 - 1900	2.82E-04	2.81E-04	1.41E-06	0.00E+00	0.00E+00
1900 - 2000	2.82E-04	2.81E-04	1.41E-06	0.00E+00	0.00E+00
2000 - 2100	2.82E-04	2.81E-04	1.41E-06	0.00E+00	0.00E+00
2100 - 2200	2.82E-04	2.81E-04	1.41E-06	0.00E+00	0.00E+00
2200 - 2300	5.05E-04	5.03E-04	2.53E-06	0.00E+00	0.00E+00
2300 - 2400	4.11E-04	4.09E-04	2.06E-06	0.00E+00	0.00E+00
	max:	5.0E-04	2.5E-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	0.9576	0.9587
0600 - 0700	0.1861	0.1857
0700 - 0800	0.5583	0.5572
0800 - 0900	0.5583	0.5572
0900 - 1000	0.5583	0.5572
1000 - 1100	0.4898	0.4888
1100 - 1200	1.0000	1.0000
1200 - 1300	1.0000	1.0000
1300 - 1400	0.4898	0.4888
1400 - 1500	0.5583	0.5572
1500 - 1600	0.5583	0.5572
1600 - 1700	0.5583	0.5572
1700 - 1800	0.5583	0.5572
1800 - 1900	0.5583	0.5572
1900 - 2000	0.5583	0.5572
2000 - 2100	0.5583	0.5572
2100 - 2200	0.5583	0.5572
2200 - 2300	1.0000	1.0000
2300 - 2400	0.8139	0.8143

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q3)

Fu Tai Estate Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Sznit	Max. Hourly Emission Rate	
	ID		(m)	(m)	(mPD)	(mAG)	(m)	NO	NO ₂
(g/m ³ /s)									
Emission Outside Fu Tai Estate Bus Terminus (Public Light Bus Terminus including PLB (Diesel) & PLB (LPG))									
Fu Tai Estate Bus Terminus - PLB (Diesel)	SE301	AREAPOLY	816238.1	830299.6	12.03	2.55	2.37	1.58E-07	6.16E-08
			816354.4	830299.0					
			816395.2	830322.9					
			816429.6	830389.2					
			816423.1	830391.3					
			816421.0	830387.4					
			816290.1	830399.7					
			816290.0	830405.5					
			816404.7	830393.1					
			816423.6	830403.7					
			816444.0	830394.6					
			816407.2	830331.8					
			816385.1	830309.4					
			816351.9	830292.9					
			816245.6	830292.9					
			816242.3	830093.4					
816234.0	830093.6								
Fu Tai Estate Bus Terminus - PLB (LPG)	SE311	AREAPOLY	816331.4	830401.0	9.60	2.55	2.37	2.15E-06	1.09E-08
			816290.0	830405.5					
			816290.1	830399.7					
			816330.9	830395.8					

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q3)

Fu Tai Estate 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	9.08E-04	6.54E-04	2.54E-04	0.00E+00	0.00E+00
0600 - 0700	3.35E-05	2.41E-05	9.35E-06	0.00E+00	0.00E+00
0700 - 0800	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
0800 - 0900	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
0900 - 1000	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1000 - 1100	7.47E-05	5.38E-05	2.09E-05	0.00E+00	0.00E+00
1100 - 1200	6.51E-05	4.69E-05	1.82E-05	0.00E+00	0.00E+00
1200 - 1300	6.51E-05	4.69E-05	1.82E-05	0.00E+00	0.00E+00
1300 - 1400	7.47E-05	5.38E-05	2.09E-05	0.00E+00	0.00E+00
1400 - 1500	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1500 - 1600	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1600 - 1700	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1700 - 1800	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1800 - 1900	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1900 - 2000	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
2000 - 2100	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
2100 - 2200	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
2200 - 2300	6.51E-05	4.69E-05	1.82E-05	0.00E+00	0.00E+00
2300 - 2400	1.35E-04	9.72E-05	3.78E-05	0.00E+00	0.00E+00
max:		6.5E-04	2.5E-04	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	1.0000	1.0000
0600 - 0700	0.0369	0.0368
0700 - 0800	0.0665	0.0663
0800 - 0900	0.0665	0.0663
0900 - 1000	0.0665	0.0663
1000 - 1100	0.0822	0.0823
1100 - 1200	0.0717	0.0717
1200 - 1300	0.0717	0.0717
1300 - 1400	0.0822	0.0823
1400 - 1500	0.0665	0.0663
1500 - 1600	0.0665	0.0663
1600 - 1700	0.0665	0.0663
1700 - 1800	0.0665	0.0663
1800 - 1900	0.0665	0.0663
1900 - 2000	0.0665	0.0663
2000 - 2100	0.0665	0.0663
2100 - 2200	0.0665	0.0663
2200 - 2300	0.0717	0.0717
2300 - 2400	0.1488	0.1489

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q3)

Fu Tai Estate 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	4.72E-04	4.70E-04	2.36E-06	0.00E+00	0.00E+00
0600 - 0700	9.16E-05	9.11E-05	4.62E-07	0.00E+00	0.00E+00
0700 - 0800	2.75E-04	2.73E-04	1.39E-06	0.00E+00	0.00E+00
0800 - 0900	2.75E-04	2.73E-04	1.39E-06	0.00E+00	0.00E+00
0900 - 1000	2.75E-04	2.73E-04	1.39E-06	0.00E+00	0.00E+00
1000 - 1100	2.41E-04	2.40E-04	1.21E-06	0.00E+00	0.00E+00
1100 - 1200	4.93E-04	4.91E-04	2.47E-06	0.00E+00	0.00E+00
1200 - 1300	4.93E-04	4.91E-04	2.47E-06	0.00E+00	0.00E+00
1300 - 1400	2.41E-04	2.40E-04	1.21E-06	0.00E+00	0.00E+00
1400 - 1500	2.75E-04	2.73E-04	1.39E-06	0.00E+00	0.00E+00
1500 - 1600	2.75E-04	2.73E-04	1.39E-06	0.00E+00	0.00E+00
1600 - 1700	2.75E-04	2.73E-04	1.39E-06	0.00E+00	0.00E+00
1700 - 1800	2.75E-04	2.73E-04	1.39E-06	0.00E+00	0.00E+00
1800 - 1900	2.75E-04	2.73E-04	1.39E-06	0.00E+00	0.00E+00
1900 - 2000	2.75E-04	2.73E-04	1.39E-06	0.00E+00	0.00E+00
2000 - 2100	2.75E-04	2.73E-04	1.39E-06	0.00E+00	0.00E+00
2100 - 2200	2.75E-04	2.73E-04	1.39E-06	0.00E+00	0.00E+00
2200 - 2300	4.93E-04	4.91E-04	2.47E-06	0.00E+00	0.00E+00
2300 - 2400	4.02E-04	4.00E-04	2.01E-06	0.00E+00	0.00E+00
max:	4.9E-04	2.5E-06	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	0.9570	0.9549
0600 - 0700	0.1857	0.1866
0700 - 0800	0.5570	0.5599
0800 - 0900	0.5570	0.5599
0900 - 1000	0.5570	0.5599
1000 - 1100	0.4893	0.4900
1100 - 1200	1.0000	1.0000
1200 - 1300	1.0000	1.0000
1300 - 1400	0.4893	0.4900
1400 - 1500	0.5570	0.5599
1500 - 1600	0.5570	0.5599
1600 - 1700	0.5570	0.5599
1700 - 1800	0.5570	0.5599
1800 - 1900	0.5570	0.5599
1900 - 2000	0.5570	0.5599
2000 - 2100	0.5570	0.5599
2100 - 2200	0.5570	0.5599
2200 - 2300	1.0000	1.0000
2300 - 2400	0.8143	0.8134

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q4)

Fu Tai Estate Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Sznit	Max. Hourly Emission Rate	
	ID		(m)	(m)	(mPD)	(mAG)	(m)	NO	NO ₂
			(g/m ² /s)						
Emission Outside Fu Tai Estate Bus Terminus (Public Light Bus Terminus including PLB (Diesel) & PLB (LPG))									
Fu Tai Estate Bus Terminus - PLB (Diesel)	SE301	AREAPOLY	816238.1	830299.6	12.03	2.55	2.37	1.58E-07	6.16E-08
			816354.4	830299.0					
			816395.2	830322.9					
			816429.6	830389.2					
			816423.1	830391.3					
			816421.0	830387.4					
			816290.1	830399.7					
			816290.0	830405.5					
			816404.7	830393.1					
			816423.6	830403.7					
			816444.0	830394.6					
			816407.2	830331.8					
			816385.1	830309.4					
			816351.9	830292.9					
			816245.6	830292.9					
			816242.3	830093.4					
816234.0	830093.6								
Fu Tai Estate Bus Terminus - PLB (LPG)	SE311	AREAPOLY	816331.4	830401.0	9.60	2.55	2.37	2.52E-06	1.26E-08
			816290.0	830405.5					
			816290.1	830399.7					
			816330.9	830395.8					

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q4)

Fu Tai Estate 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	9.08E-04	6.54E-04	2.54E-04	0.00E+00	0.00E+00
0600 - 0700	3.35E-05	2.41E-05	9.35E-06	0.00E+00	0.00E+00
0700 - 0800	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
0800 - 0900	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
0900 - 1000	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1000 - 1100	7.47E-05	5.38E-05	2.09E-05	0.00E+00	0.00E+00
1100 - 1200	6.51E-05	4.69E-05	1.82E-05	0.00E+00	0.00E+00
1200 - 1300	6.51E-05	4.69E-05	1.82E-05	0.00E+00	0.00E+00
1300 - 1400	7.47E-05	5.38E-05	2.09E-05	0.00E+00	0.00E+00
1400 - 1500	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1500 - 1600	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1600 - 1700	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1700 - 1800	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1800 - 1900	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
1900 - 2000	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
2000 - 2100	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
2100 - 2200	6.03E-05	4.34E-05	1.68E-05	0.00E+00	0.00E+00
2200 - 2300	6.51E-05	4.69E-05	1.82E-05	0.00E+00	0.00E+00
2300 - 2400	1.35E-04	9.72E-05	3.78E-05	0.00E+00	0.00E+00
max:		6.5E-04	2.5E-04	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	1.0000	1.0000
0600 - 0700	0.0369	0.0368
0700 - 0800	0.0665	0.0662
0800 - 0900	0.0665	0.0662
0900 - 1000	0.0665	0.0662
1000 - 1100	0.0822	0.0823
1100 - 1200	0.0717	0.0717
1200 - 1300	0.0717	0.0717
1300 - 1400	0.0822	0.0823
1400 - 1500	0.0665	0.0662
1500 - 1600	0.0665	0.0662
1600 - 1700	0.0665	0.0662
1700 - 1800	0.0665	0.0662
1800 - 1900	0.0665	0.0662
1900 - 2000	0.0665	0.0662
2000 - 2100	0.0665	0.0662
2100 - 2200	0.0665	0.0662
2200 - 2300	0.0717	0.0717
2300 - 2400	0.1488	0.1489

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q4)

Fu Tai Estate 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	5.55E-04	5.52E-04	2.78E-06	0.00E+00	0.00E+00
0600 - 0700	1.09E-04	1.08E-04	5.43E-07	0.00E+00	0.00E+00
0700 - 0800	3.26E-04	3.24E-04	1.63E-06	0.00E+00	0.00E+00
0800 - 0900	3.26E-04	3.24E-04	1.63E-06	0.00E+00	0.00E+00
0900 - 1000	3.26E-04	3.24E-04	1.63E-06	0.00E+00	0.00E+00
1000 - 1100	2.84E-04	2.83E-04	1.42E-06	0.00E+00	0.00E+00
1100 - 1200	5.77E-04	5.74E-04	2.88E-06	0.00E+00	0.00E+00
1200 - 1300	5.77E-04	5.74E-04	2.88E-06	0.00E+00	0.00E+00
1300 - 1400	2.84E-04	2.83E-04	1.42E-06	0.00E+00	0.00E+00
1400 - 1500	3.26E-04	3.24E-04	1.63E-06	0.00E+00	0.00E+00
1500 - 1600	3.26E-04	3.24E-04	1.63E-06	0.00E+00	0.00E+00
1600 - 1700	3.26E-04	3.24E-04	1.63E-06	0.00E+00	0.00E+00
1700 - 1800	3.26E-04	3.24E-04	1.63E-06	0.00E+00	0.00E+00
1800 - 1900	3.26E-04	3.24E-04	1.63E-06	0.00E+00	0.00E+00
1900 - 2000	3.26E-04	3.24E-04	1.63E-06	0.00E+00	0.00E+00
2000 - 2100	3.26E-04	3.24E-04	1.63E-06	0.00E+00	0.00E+00
2100 - 2200	3.26E-04	3.24E-04	1.63E-06	0.00E+00	0.00E+00
2200 - 2300	5.77E-04	5.74E-04	2.88E-06	0.00E+00	0.00E+00
2300 - 2400	4.69E-04	4.66E-04	2.34E-06	0.00E+00	0.00E+00
max:		5.7E-04	2.9E-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	0.9620	0.9637
0600 - 0700	0.1883	0.1886
0700 - 0800	0.5649	0.5657
0800 - 0900	0.5649	0.5657
0900 - 1000	0.5649	0.5657
1000 - 1100	0.4925	0.4928
1100 - 1200	1.0000	1.0000
1200 - 1300	1.0000	1.0000
1300 - 1400	0.4925	0.4928
1400 - 1500	0.5649	0.5657
1500 - 1600	0.5649	0.5657
1600 - 1700	0.5649	0.5657
1700 - 1800	0.5649	0.5657
1800 - 1900	0.5649	0.5657
1900 - 2000	0.5649	0.5657
2000 - 2100	0.5649	0.5657
2100 - 2200	0.5649	0.5657
2200 - 2300	1.0000	1.0000
2300 - 2400	0.8117	0.8114

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q1)

Fu Tai Estate Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
	ID		(m)	(m)	(mPD)	(mAG)	(m)	NO	NO ₂
Emission Outside Fu Tai Estate Bus Terminus (Non-franchised Bus Terminus)									
Fu Tai Estate Bus Terminus - NFB	SE401	AREAPOLY	816238.1	830299.6	12.81	3.23	3.00	5.11E-08	2.52E-08
			816354.4	830299.0					
			816395.2	830322.9					
			816429.6	830389.2					
			816423.1	830391.3					
			816421.0	830387.4					
			816290.1	830399.7					
			816290.0	830405.5					
			816404.7	830393.1					
			816423.6	830403.7					
			816444.0	830394.6					
			816407.2	830331.8					
			816385.1	830309.4					
			816351.9	830292.9					
			816245.6	830292.9					
			816242.2	830083.9					
			816222.6	830026.3					
			816215.1	830029.7					
			816233.8	830081.5					

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q1)

Fu Tai Estate Bus Terminus - NFB

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	1.13E-04	7.57E-05	3.73E-05	0.00E+00	0.00E+00
0600 - 0700	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
0700 - 0800	3.55E-04	2.38E-04	1.17E-04	0.00E+00	0.00E+00
0800 - 0900	2.89E-04	1.94E-04	9.54E-05	0.00E+00	0.00E+00
0900 - 1000	3.35E-04	2.24E-04	1.10E-04	0.00E+00	0.00E+00
1000 - 1100	2.88E-04	1.93E-04	9.50E-05	0.00E+00	0.00E+00
1100 - 1200	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1200 - 1300	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1300 - 1400	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1400 - 1500	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1500 - 1600	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1600 - 1700	2.67E-04	1.79E-04	8.82E-05	0.00E+00	0.00E+00
1700 - 1800	2.22E-04	1.49E-04	7.31E-05	0.00E+00	0.00E+00
1800 - 1900	2.42E-04	1.62E-04	7.99E-05	0.00E+00	0.00E+00
1900 - 2000	2.88E-04	1.93E-04	9.50E-05	0.00E+00	0.00E+00
2000 - 2100	2.42E-04	1.62E-04	7.99E-05	0.00E+00	0.00E+00
2100 - 2200	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
2200 - 2300	1.13E-04	7.57E-05	3.73E-05	0.00E+00	0.00E+00
2300 - 2400	1.13E-04	7.57E-05	3.73E-05	0.00E+00	0.00E+00
max:					

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	0.3179	0.3181
0600 - 0700	0.6358	0.6362
0700 - 0800	1.0000	1.0000
0800 - 0900	0.8136	0.8135
0900 - 1000	0.9418	0.9419
1000 - 1100	0.8104	0.8104
1100 - 1200	0.6358	0.6362
1200 - 1300	0.6358	0.6362
1300 - 1400	0.6358	0.6362
1400 - 1500	0.6358	0.6362
1500 - 1600	0.6358	0.6362
1600 - 1700	0.7522	0.7523
1700 - 1800	0.6239	0.6238
1800 - 1900	0.6821	0.6819
1900 - 2000	0.8104	0.8104
2000 - 2100	0.6821	0.6819
2100 - 2200	0.6358	0.6362
2200 - 2300	0.3179	0.3181
2300 - 2400	0.3179	0.3181

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q2)

Fu Tai Estate Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
	ID		(m)	(m)	(mPD)	(mAG)	(m)	NO	NO ₂
Emission Outside Fu Tai Estate Bus Terminus (Non-franchised Bus Terminus)									
Fu Tai Estate Bus Terminus - NFB	SE401	AREAPOLY	816238.1	830299.6	12.81	3.23	3.00	5.11E-08	2.52E-08
			816354.4	830299.0					
			816395.2	830322.9					
			816429.6	830389.2					
			816423.1	830391.3					
			816421.0	830387.4					
			816290.1	830399.7					
			816290.0	830405.5					
			816404.7	830393.1					
			816423.6	830403.7					
			816444.0	830394.6					
			816407.2	830331.8					
			816385.1	830309.4					
			816351.9	830292.9					
			816245.6	830292.9					
			816242.2	830083.9					
			816222.6	830026.3					
			816215.1	830029.7					
			816233.8	830081.5					

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q2)

Fu Tai Estate Bus Terminus - NFB

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	1.13E-04	7.57E-05	3.73E-05	0.00E+00	0.00E+00
0600 - 0700	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
0700 - 0800	3.55E-04	2.38E-04	1.17E-04	0.00E+00	0.00E+00
0800 - 0900	2.89E-04	1.94E-04	9.54E-05	0.00E+00	0.00E+00
0900 - 1000	3.35E-04	2.24E-04	1.10E-04	0.00E+00	0.00E+00
1000 - 1100	2.88E-04	1.93E-04	9.50E-05	0.00E+00	0.00E+00
1100 - 1200	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1200 - 1300	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1300 - 1400	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1400 - 1500	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1500 - 1600	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1600 - 1700	2.67E-04	1.79E-04	8.82E-05	0.00E+00	0.00E+00
1700 - 1800	2.22E-04	1.49E-04	7.31E-05	0.00E+00	0.00E+00
1800 - 1900	2.42E-04	1.62E-04	7.99E-05	0.00E+00	0.00E+00
1900 - 2000	2.88E-04	1.93E-04	9.50E-05	0.00E+00	0.00E+00
2000 - 2100	2.42E-04	1.62E-04	7.99E-05	0.00E+00	0.00E+00
2100 - 2200	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
2200 - 2300	1.13E-04	7.57E-05	3.73E-05	0.00E+00	0.00E+00
2300 - 2400	1.13E-04	7.57E-05	3.73E-05	0.00E+00	0.00E+00
max:		2.4E-04	1.2E-04	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	0.3179	0.3181
0600 - 0700	0.6358	0.6362
0700 - 0800	1.0000	1.0000
0800 - 0900	0.8136	0.8135
0900 - 1000	0.9418	0.9419
1000 - 1100	0.8104	0.8104
1100 - 1200	0.6358	0.6362
1200 - 1300	0.6358	0.6362
1300 - 1400	0.6358	0.6362
1400 - 1500	0.6358	0.6362
1500 - 1600	0.6358	0.6362
1600 - 1700	0.7522	0.7523
1700 - 1800	0.6239	0.6238
1800 - 1900	0.6821	0.6819
1900 - 2000	0.8104	0.8104
2000 - 2100	0.6821	0.6819
2100 - 2200	0.6358	0.6362
2200 - 2300	0.3179	0.3181
2300 - 2400	0.3179	0.3181

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q3)

Fu Tai Estate Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate	
	ID		(m)	(m)	(mPD)	(mAG)	(m)	NO	NO ₂
Emission Outside Fu Tai Estate Bus Terminus (Non-franchised Bus Terminus)									
Fu Tai Estate Bus Terminus - NFB	SE401	AREAPOLY	816238.1	830299.6	12.81	3.23	3.00	5.11E-08	2.52E-08
			816354.4	830299.0					
			816395.2	830322.9					
			816429.6	830389.2					
			816423.1	830391.3					
			816421.0	830387.4					
			816290.1	830399.7					
			816290.0	830405.5					
			816404.7	830393.1					
			816423.6	830403.7					
			816444.0	830394.6					
			816407.2	830331.8					
			816385.1	830309.4					
			816351.9	830292.9					
			816245.6	830292.9					
			816242.2	830083.9					
			816222.6	830026.3					
			816215.1	830029.7					
			816233.8	830081.5					

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q3)

Fu Tai Estate Bus Terminus - NFB

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	1.13E-04	7.57E-05	3.73E-05	0.00E+00	0.00E+00
0600 - 0700	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
0700 - 0800	3.55E-04	2.38E-04	1.17E-04	0.00E+00	0.00E+00
0800 - 0900	2.89E-04	1.94E-04	9.54E-05	0.00E+00	0.00E+00
0900 - 1000	3.35E-04	2.24E-04	1.10E-04	0.00E+00	0.00E+00
1000 - 1100	2.88E-04	1.93E-04	9.50E-05	0.00E+00	0.00E+00
1100 - 1200	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1200 - 1300	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1300 - 1400	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1400 - 1500	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1500 - 1600	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1600 - 1700	2.67E-04	1.79E-04	8.82E-05	0.00E+00	0.00E+00
1700 - 1800	2.22E-04	1.49E-04	7.31E-05	0.00E+00	0.00E+00
1800 - 1900	2.42E-04	1.62E-04	7.99E-05	0.00E+00	0.00E+00
1900 - 2000	2.88E-04	1.93E-04	9.50E-05	0.00E+00	0.00E+00
2000 - 2100	2.42E-04	1.62E-04	7.99E-05	0.00E+00	0.00E+00
2100 - 2200	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
2200 - 2300	1.13E-04	7.57E-05	3.73E-05	0.00E+00	0.00E+00
2300 - 2400	1.13E-04	7.57E-05	3.73E-05	0.00E+00	0.00E+00
max:					
2.4E-04					
1.2E-04					
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	0.3179	0.3181
0600 - 0700	0.6358	0.6362
0700 - 0800	1.0000	1.0000
0800 - 0900	0.8136	0.8135
0900 - 1000	0.9418	0.9419
1000 - 1100	0.8104	0.8104
1100 - 1200	0.6358	0.6362
1200 - 1300	0.6358	0.6362
1300 - 1400	0.6358	0.6362
1400 - 1500	0.6358	0.6362
1500 - 1600	0.6358	0.6362
1600 - 1700	0.7522	0.7523
1700 - 1800	0.6239	0.6238
1800 - 1900	0.6821	0.6819
1900 - 2000	0.8104	0.8104
2000 - 2100	0.6821	0.6819
2100 - 2200	0.6358	0.6362
2200 - 2300	0.3179	0.3181
2300 - 2400	0.3179	0.3181

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q4)

Fu Tai Estate Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Szinit	Max. Hourly Emission Rate		
	ID		(m)	(m)	(mPD)	(mAG)	(m)	NO	NO ₂	
Emission Outside Fu Tai Estate Bus Terminus (Non-franchised Bus Terminus)										
Fu Tai Estate Bus Terminus - NFB	SE401	AREAPOLY	816238.1	830299.6	12.81	3.23	3.00	5.11E-08	2.52E-08	
			816354.4	830299.0						
			816395.2	830322.9						
			816429.6	830389.2						
			816423.1	830391.3						
			816421.0	830387.4						
			816290.1	830399.7						
			816290.0	830405.5						
			816404.7	830393.1						
			816423.6	830403.7						
			816444.0	830394.6						
			816407.2	830331.8						
			816385.1	830309.4						
			816351.9	830292.9						
			816245.6	830292.9						
			816242.2	830083.9						
			816222.6	830026.3						
			816215.1	830029.7						
			816233.8	830081.5						

Emission Inventory for AERMOD Model - Start Emission Outside Fu Tai Estate Bus Terminus (Year 2031 - Q4)

Fu Tai Estate Bus Terminus - NFB

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	1.13E-04	7.57E-05	3.73E-05	0.00E+00	0.00E+00
0600 - 0700	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
0700 - 0800	3.55E-04	2.38E-04	1.17E-04	0.00E+00	0.00E+00
0800 - 0900	2.89E-04	1.94E-04	9.54E-05	0.00E+00	0.00E+00
0900 - 1000	3.35E-04	2.24E-04	1.10E-04	0.00E+00	0.00E+00
1000 - 1100	2.88E-04	1.93E-04	9.50E-05	0.00E+00	0.00E+00
1100 - 1200	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1200 - 1300	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1300 - 1400	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1400 - 1500	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1500 - 1600	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
1600 - 1700	2.67E-04	1.79E-04	8.82E-05	0.00E+00	0.00E+00
1700 - 1800	2.22E-04	1.49E-04	7.31E-05	0.00E+00	0.00E+00
1800 - 1900	2.42E-04	1.62E-04	7.99E-05	0.00E+00	0.00E+00
1900 - 2000	2.88E-04	1.93E-04	9.50E-05	0.00E+00	0.00E+00
2000 - 2100	2.42E-04	1.62E-04	7.99E-05	0.00E+00	0.00E+00
2100 - 2200	2.26E-04	1.51E-04	7.46E-05	0.00E+00	0.00E+00
2200 - 2300	1.13E-04	7.57E-05	3.73E-05	0.00E+00	0.00E+00
2300 - 2400	1.13E-04	7.57E-05	3.73E-05	0.00E+00	0.00E+00
max:		2.4E-04	1.2E-04	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	0.3179	0.3181
0600 - 0700	0.6358	0.6362
0700 - 0800	1.0000	1.0000
0800 - 0900	0.8136	0.8135
0900 - 1000	0.9418	0.9419
1000 - 1100	0.8104	0.8104
1100 - 1200	0.6358	0.6362
1200 - 1300	0.6358	0.6362
1300 - 1400	0.6358	0.6362
1400 - 1500	0.6358	0.6362
1500 - 1600	0.6358	0.6362
1600 - 1700	0.7522	0.7523
1700 - 1800	0.6239	0.6238
1800 - 1900	0.6821	0.6819
1900 - 2000	0.8104	0.8104
2000 - 2100	0.6821	0.6819
2100 - 2200	0.6358	0.6362
2200 - 2300	0.3179	0.3181
2300 - 2400	0.3179	0.3181

Emission Inventory for AERMOD Model - Emission from Nearby Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus (Year 2031- Q1)

Bus Terminus and Public Light Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Exit Temperature	Exit Velocity	Stack Diameter	Stack Height	Max. Hourly Emission Rate			
	ID		(m)	(m)	(mPD)	(mAG)	(K)	(m/s)	(m)	(m)	NO	NO2	RSP	FSP
Emission inside Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus														
Siu Hong Court Bus Terminus	PT1101	AREAPOLY	815836.2	830561.6	6.7	3.74	-	-	-	3.48	1.77E-05	1.41E-06	1.58E-07	1.46E-07
			815845.7	830563.4										
			815851.9	830571.1										
			815867.6	830578.7										
			815893.6	830571.9										
			815900.9	830566.9										
			815904.8	830555.1										
			815901.9	830543.2										
			815853.0	830556.9										
			815836.2	830561.6										
Fu Tai Estate Bus Terminus - Franchised Bus (Side Opening)	PT1201	AREAPOLY	816267.1	830503.8	9.0	2.0	-	-	-	1.86	5.95E-05	4.74E-06	3.74E-07	3.45E-07
			816249.4	830491.6										
			816248.7	830466.5										
			816248.6	830392.1										
			816251.3	830392.1										
			816251.7	830489.9										
			816268.7	830501.6										
	PT1202	AREAPOLY	816251.3	830392.1	9.0	3.4	-	-	-	3.16	5.95E-05	4.74E-06	3.74E-07	3.45E-07
			816251.3	830394.8										
			816287.4	830394.8										
	PT1203	AREAPOLY	816287.4	830392.2	9.0	3.4	-	-	-	3.16	5.95E-05	4.74E-06	3.74E-07	3.45E-07
			816287.4	830405.7										
			816290.1	830405.7										
			816290.1	830393.8										
Fu Tai Estate Bus Terminus - Franchised Bus(Ventilation Exhaust)	PT1211	POINTHOR	816250.3	830478.1	9.0	4.0	0	3.5	2.5	-	3.36E-03	2.68E-04	2.11E-05	1.95E-05
	PT1212	POINTHOR	816250.3	830469.8	9.0	4.0	0	3.5	2.5	-	3.36E-03	2.68E-04	2.11E-05	1.95E-05
	PT1213	POINTHOR	816250.1	830444.1	9.0	4.0	0	3.5	2.5	-	3.36E-03	2.68E-04	2.11E-05	1.95E-05
	PT1214	POINTHOR	816250.0	830440.8	9.0	4.0	0	3.5	2.5	-	3.36E-03	2.68E-04	2.11E-05	1.95E-05
	PT1215	POINTHOR	816250.0	830437.4	9.0	4.0	0	3.5	2.5	-	3.36E-03	2.68E-04	2.11E-05	1.95E-05
	PT1216	POINTHOR	816250.0	830427.7	9.0	4.0	0	3.5	2.5	-	3.36E-03	2.68E-04	2.11E-05	1.95E-05
	PT1217	POINTHOR	816250.1	830423.7	9.0	4.0	0	3.5	2.5	-	3.36E-03	2.68E-04	2.11E-05	1.95E-05
	PT1218	POINTHOR	816250.0	830402.5	9.0	4.0	0	3.5	2.5	-	3.36E-03	2.68E-04	2.11E-05	1.95E-05
Fu Tai Estate Bus Terminus - Public Light Bus (Side Opening)	PT1301	AREAPOLY	816267.1	830503.8	9.0	2.0	-	-	-	1.86	6.51E-06	4.86E-07	8.06E-08	7.50E-08
			816249.4	830491.6										
			816248.7	830466.5										
			816248.6	830392.1										
			816251.3	830392.1										
			816251.7	830489.9										
	PT1302	AREAPOLY	816251.3	830392.1	9.0	3.4	-	-	-	3.16	6.51E-06	4.86E-07	8.06E-08	7.50E-08
			816251.3	830394.8										
			816287.4	830394.8										
	PT1303	AREAPOLY	816287.4	830392.2	9.0	3.4	-	-	-	3.16	6.51E-06	4.86E-07	8.06E-08	7.50E-08
			816287.4	830405.7										
			816290.1	830405.7										
			816290.1	830393.8										
Fu Tai Estate Bus Terminus - Public Light Bus (Ventilation Exhaust)	PT1311	POINTHOR	816250.3	830478.1	9.0	4.0	0	3.5	2.5	-	3.68E-04	2.74E-05	4.55E-06	4.23E-06
	PT1312	POINTHOR	816250.3	830469.8	9.0	4.0	0	3.5	2.5	-	3.68E-04	2.74E-05	4.55E-06	4.23E-06
	PT1313	POINTHOR	816250.1	830444.1	9.0	4.0	0	3.5	2.5	-	3.68E-04	2.74E-05	4.55E-06	4.23E-06
	PT1314	POINTHOR	816250.0	830440.8	9.0	4.0	0	3.5	2.5	-	3.68E-04	2.74E-05	4.55E-06	4.23E-06
	PT1315	POINTHOR	816250.0	830437.4	9.0	4.0	0	3.5	2.5	-	3.68E-04	2.74E-05	4.55E-06	4.23E-06
	PT1316	POINTHOR	816250.0	830427.7	9.0	4.0	0	3.5	2.5	-	3.68E-04	2.74E-05	4.55E-06	4.23E-06
	PT1317	POINTHOR	816250.1	830423.7	9.0	4.0	0	3.5	2.5	-	3.68E-04	2.74E-05	4.55E-06	4.23E-06
	PT1318	POINTHOR	816250.0	830402.5	9.0	4.0	0	3.5	2.5	-	3.68E-04	2.74E-05	4.55E-06	4.23E-06

Emission Inventory for AERMOD Model - Emission from Nearby Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus (Year 2031- Q1)

Bus Terminus and Public Light Bus Terminus	Source	Type	X	Y	Base Elevation (mPD)	Release Height (mAG)	Exit Temperat (K)	Exit Velocity (m/s)	Stack Diameter (m)	Szinit (m)	Max. Hourly Emission Rate				
	ID		(m)	(m)							NO	NO2	RSP	FSP	
Emission inside Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus															
Fu Tai Estate Bus Terminus - Non Franchised Bus (Side Opening)	PT1401	AREAPOLY	816267.1	830503.8	9.0	2.0	-	-	-	1.86	3.79E-06	1.87E-06	1.37E-07	1.26E-07	
			816249.4	830491.6											
			816248.7	830466.5											
			816248.6	830392.1											
			816251.3	830392.1											
	PT1402	AREAPOLY	816251.7	830489.9	9.0	3.4	-	-	-	3.16	3.79E-06	1.87E-06	1.37E-07	1.26E-07	
			816268.7	830501.6											
			816251.3	830392.1											
			816251.3	830394.8											
			816287.4	830394.8											
	PT1403	AREAPOLY	816287.4	830392.2	9.0	3.4	-	-	-	3.16	3.79E-06	1.87E-06	1.37E-07	1.26E-07	
			816287.4	830405.7											
			816290.0	830405.7											
			816290.1	830393.8											
			816287.4	830393.9											
Fu Tai Estate Bus Terminus - Non Franchised Bus (Ventilation Exhaust)	PT1411	POINTHOR	816250.3	830478.1	9.0	4.0	0	3.5	2.5	-	2.14E-04	1.05E-04	7.72E-06	7.11E-06	
	PT1412	POINTHOR	816250.3	830469.8	9.0	4.0	0	3.5	2.5	-	2.14E-04	1.05E-04	7.72E-06	7.11E-06	
	PT1413	POINTHOR	816250.1	830444.1	9.0	4.0	0	3.5	2.5	-	2.14E-04	1.05E-04	7.72E-06	7.11E-06	
	PT1414	POINTHOR	816250.0	830440.8	9.0	4.0	0	3.5	2.5	-	2.14E-04	1.05E-04	7.72E-06	7.11E-06	
	PT1415	POINTHOR	816250.0	830437.4	9.0	4.0	0	3.5	2.5	-	2.14E-04	1.05E-04	7.72E-06	7.11E-06	
	PT1416	POINTHOR	816250.0	830427.7	9.0	4.0	0	3.5	2.5	-	2.14E-04	1.05E-04	7.72E-06	7.11E-06	
	PT1417	POINTHOR	816250.1	830423.7	9.0	4.0	0	3.5	2.5	-	2.14E-04	1.05E-04	7.72E-06	7.11E-06	
	PT1418	POINTHOR	816250.0	830402.5	9.0	4.0	0	3.5	2.5	-	2.14E-04	1.05E-04	7.72E-06	7.11E-06	
Siu Hong Station (North) Public Transport Interchange - Franchised Bus	PT1501	AREAPOLY	815928.9	830546.9	18.5	3.74	-	-	-	3.48	4.51E-06	3.58E-07	8.84E-08	8.16E-08	
			815929.7	830557.2											
			815970.1	830539.7											
			815949.5	830509.1											
			815924.2	830418.6											
			815932.0	830403.6											
			815930.5	830402.7											
			815894.3	830411.3											
			815891.0	830413.8											
			815889.9	830417.0											
			815890.5	830419.7											
			815917.0	830517.3											
			815921.1	830530.4											
			815923.4	830534.4											
			815925.8	830539.4											
Siu Hong Station (North) Public Transport Interchange - Public Light Bus	PT1601	AREAPOLY	815928.9	830546.9	18.5	2.55	-	-	-	2.37	1.08E-07	1.16E-08	2.13E-09	1.97E-09	
			815929.7	830557.2											
			815970.1	830539.7											
			815949.5	830509.1											
			815924.2	830418.6											
			815932.0	830403.6											
			815930.5	830402.7											
			815894.3	830411.3											
			815891.0	830413.8											
			815889.9	830417.0											
			815890.5	830419.7											
			815917.0	830517.3											
			815921.1	830530.4											
			815923.4	830534.4											
			815925.8	830539.4											
Siu Hong Station (North) Public Transport Interchange - Non-Franchised Bus	PT1701	AREAPOLY	815928.9	830546.9	18.5	3.23	-	-	-	3.00	1.14E-06	5.63E-07	3.93E-08	3.63E-08	
			815929.7	830557.2											
			815970.1	830539.7											
			815949.5	830509.1											
			815924.2	830418.6											
			815932.0	830403.6											
			815930.5	830402.7											
			815894.3	830411.3											
			815891.0	830413.8											
			815889.9	830417.0											
			815890.5	830419.7											
			815917.0	830517.3											
			815921.1	830530.4											
			815923.4	830534.4											
			815925.8	830539.4											

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 Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus (Year 2031- Q1)

Hourly Profile for Emission

Siu Hong Court Bus Terminus

Hour	Emission within bus terminus				
	Total Emission Rate (g/s)				
	NOx	NO	NO ₂	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	2.50E-02	2.31E-02	1.84E-03	6.01E-05	5.57E-05
0600 - 0700	1.68E-02	1.56E-02	1.24E-03	9.44E-05	8.76E-05
0700 - 0800	8.24E-03	7.64E-03	6.05E-04	2.06E-04	1.91E-04
0800 - 0900	4.46E-03	4.13E-03	3.27E-04	1.12E-04	1.04E-04
0900 - 1000	3.15E-03	2.92E-03	2.32E-04	7.72E-05	7.17E-05
1000 - 1100	3.14E-03	2.91E-03	2.31E-04	7.72E-05	7.17E-05
1100 - 1200	3.21E-03	2.97E-03	2.37E-04	7.72E-05	7.17E-05
1200 - 1300	3.14E-03	2.91E-03	2.31E-04	7.72E-05	7.17E-05
1300 - 1400	3.12E-03	2.89E-03	2.29E-04	7.72E-05	7.17E-05
1400 - 1500	3.22E-03	2.98E-03	2.37E-04	7.72E-05	7.17E-05
1500 - 1600	3.10E-03	2.87E-03	2.28E-04	7.72E-05	7.17E-05
1600 - 1700	3.08E-03	2.85E-03	2.26E-04	7.72E-05	7.17E-05
1700 - 1800	4.49E-03	4.16E-03	3.30E-04	1.12E-04	1.04E-04
1800 - 1900	4.62E-03	4.27E-03	3.40E-04	1.12E-04	1.04E-04
1900 - 2000	3.11E-03	2.88E-03	2.29E-04	7.72E-05	7.17E-05
2000 - 2100	2.83E-03	2.62E-03	2.08E-04	6.86E-05	6.37E-05
2100 - 2200	2.86E-03	2.65E-03	2.11E-04	6.86E-05	6.37E-05
2200 - 2300	2.81E-03	2.60E-03	2.07E-04	6.86E-05	6.37E-05
2300 - 2400	2.09E-03	1.94E-03	1.54E-04	5.15E-05	4.78E-05
max:	2.31E-02	1.84E-03	2.06E-04	1.91E-04	

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
0.0000	0.0000	0.0000	0.0000
0.6748	0.6755	0.4583	0.4583
0.3302	0.3297	1.0000	1.0000
0.1785	0.1782	0.5417	0.5417
0.1264	0.1265	0.3750	0.3750
0.1259	0.1259	0.3750	0.3750
0.1284	0.1288	0.3750	0.3750
0.1259	0.1260	0.3750	0.3750
0.1249	0.1249	0.3750	0.3750
0.1289	0.1293	0.3750	0.3750
0.1241	0.1240	0.3750	0.3750
0.1234	0.1231	0.3750	0.3750
0.1798	0.1797	0.5417	0.5417
0.1848	0.1853	0.5417	0.5417
0.1246	0.1245	0.3750	0.3750
0.1133	0.1135	0.3333	0.3333
0.1144	0.1148	0.3333	0.3333
0.1124	0.1125	0.3333	0.3333
0.0837	0.0837	0.2500	0.2500

Fu Tai Estate Bus Terminus - Franchised Bus

Hour	Emission within bus terminus				
	Total Emission Rate (g/s)				
	NOx	NO	NO ₂	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	7.32E-04	6.78E-04	5.39E-05	2.11E-05	1.95E-05
0200 - 0300	1.47E-03	1.36E-03	1.08E-04	4.22E-05	3.89E-05
0300 - 0400	7.68E-03	7.12E-03	5.64E-04	4.22E-05	3.89E-05
0400 - 0500	9.16E-03	8.49E-03	6.73E-04	8.43E-05	7.79E-05
0500 - 0600	1.19E-02	1.10E-02	8.77E-04	6.33E-05	5.84E-05
0600 - 0700	1.20E-02	1.11E-02	8.87E-04	6.33E-05	5.84E-05
0700 - 0800	2.90E-02	2.69E-02	2.14E-03	1.69E-04	1.56E-04
0800 - 0900	2.17E-03	2.01E-03	1.59E-04	6.33E-05	5.84E-05
0900 - 1000	1.44E-03	1.33E-03	1.05E-04	4.22E-05	3.89E-05
1000 - 1100	1.43E-03	1.32E-03	1.05E-04	4.22E-05	3.89E-05
1100 - 1200	1.45E-03	1.35E-03	1.07E-04	4.22E-05	3.89E-05
1200 - 1300	1.45E-03	1.35E-03	1.07E-04	4.22E-05	3.89E-05
1300 - 1400	1.44E-03	1.33E-03	1.05E-04	4.22E-05	3.89E-05
1400 - 1500	1.46E-03	1.35E-03	1.08E-04	4.22E-05	3.89E-05
1500 - 1600	1.42E-03	1.32E-03	1.04E-04	4.22E-05	3.89E-05
1600 - 1700	1.44E-03	1.33E-03	1.05E-04	4.22E-05	3.89E-05
1700 - 1800	1.44E-03	1.33E-03	1.05E-04	4.22E-05	3.89E-05
1800 - 1900	4.34E-03	4.02E-03	3.19E-04	1.27E-04	1.17E-04
1900 - 2000	2.87E-03	2.66E-03	2.11E-04	8.43E-05	7.79E-05
2000 - 2100	1.45E-03	1.35E-03	1.07E-04	4.22E-05	3.89E-05
2100 - 2200	1.46E-03	1.36E-03	1.08E-04	4.22E-05	3.89E-05
2200 - 2300	1.45E-03	1.35E-03	1.07E-04	4.22E-05	3.89E-05
2300 - 2400	1.48E-03	1.37E-03	1.09E-04	4.22E-05	3.89E-05
max:	2.69E-02	2.14E-03	1.69E-04	1.56E-04	

Hourly Profile			
NO	NO ₂	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0252	0.0252	0.1250	0.1250
0.0508	0.0507	0.2500	0.2500
0.2650	0.2634	0.2500	0.2500
0.3161	0.3144	0.5000	0.5000
0.4105	0.4097	0.3750	0.3750
0.4149	0.4146	0.3750	0.3750
1.0000	1.0000	1.0000	1.0000
0.0748	0.0744	0.3750	0.3750
0.0495	0.0493	0.2500	0.2500
0.0493	0.0489	0.2500	0.2500
0.0501	0.0499	0.2500	0.2500
0.0501	0.0499	0.2500	0.2500
0.0495	0.0493	0.2500	0.2500
0.0504	0.0502	0.2500	0.2500
0.0490	0.0487	0.2500	0.2500
0.0495	0.0493	0.2500	0.2500
0.0495	0.0493	0.2500	0.2500
0.1496	0.1488	0.7500	0.7500
0.0991	0.0985	0.5000	0.5000
0.0501	0.0499	0.2500	0.2500
0.0505	0.0503	0.2500	0.2500
0.0501	0.0499	0.2500	0.2500
0.0511	0.0510	0.2500	0.2500

Fu Tai Estate Bus Terminus - Public Light Bus

Hour	Emission within bus terminus				
	Total Emission Rate (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	2.28E-03	2.13E-03	1.44E-04	1.21E-05	1.13E-05
0600 - 0700	1.07E-03	9.54E-04	1.20E-04	1.99E-05	1.85E-05
0700 - 0800	2.72E-03	2.50E-03	2.19E-04	3.64E-05	3.38E-05
0800 - 0900	2.72E-03	2.50E-03	2.19E-04	3.64E-05	3.38E-05
0900 - 1000	2.72E-03	2.50E-03	2.19E-04	3.64E-05	3.38E-05
1000 - 1100	2.00E-03	1.85E-03	1.49E-04	2.43E-05	2.26E-05
1100 - 1200	3.07E-03	2.94E-03	1.31E-04	2.08E-05	1.94E-05
1200 - 1300	3.07E-03	2.94E-03	1.31E-04	2.08E-05	1.94E-05
1300 - 1400	2.00E-03	1.85E-03	1.49E-04	2.43E-05	2.26E-05
1400 - 1500	2.72E-03	2.50E-03	2.19E-04	3.64E-05	3.38E-05
1500 - 1600	2.72E-03	2.50E-03	2.19E-04	3.64E-05	3.38E-05
1600 - 1700	2.72E-03	2.50E-03	2.19E-04	3.64E-05	3.38E-05
1700 - 1800	2.72E-03	2.50E-03	2.19E-04	3.64E-05	3.38E-05
1800 - 1900	2.72E-03	2.50E-03	2.19E-04	3.64E-05	3.38E-05
1900 - 2000	2.72E-03	2.50E-03	2.19E-04	3.64E-05	3.38E-05
2000 - 2100	2.72E-03	2.50E-03	2.19E-04	3.64E-05	3.38E-05
2100 - 2200	2.72E-03	2.50E-03	2.19E-04	3.64E-05	3.38E-05
2200 - 2300	3.07E-03	2.94E-03	1.31E-04	2.08E-05	1.94E-05
2300 - 2400	2.51E-03	2.35E-03	1.55E-04	2.43E-05	2.26E-05
max:	2.94E-03	2.19E-04	3.64E-05	3.38E-05	

Hourly Profile			
NO	NO _x	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
0.7759	0.6570	0.3333	0.3333
0.3245	0.5456	0.5474	0.5468
0.8513	1.0000	1.0000	1.0000
0.8513	1.0000	1.0000	1.0000
0.8513	1.0000	1.0000	1.0000
0.6300	0.6790	0.6667	0.6667
1.0000	0.5985	0.5719	0.5731
1.0000	0.5985	0.5719	0.5731
0.6300	0.6790	0.6667	0.6667
0.8513	1.0000	1.0000	1.0000
0.8513	1.0000	1.0000	1.0000
0.8513	1.0000	1.0000	1.0000
0.8513	1.0000	1.0000	1.0000
0.8513	1.0000	1.0000	1.0000
0.8513	1.0000	1.0000	1.0000
0.8513	1.0000	1.0000	1.0000
1.0000	0.5985	0.5719	0.5731
0.8006	0.7047	0.6667	0.6667

Fu Tai Estate Bus Terminus - Non-Franchised Bus

Hour	Emission within bus terminus				
	Total Emission Rate (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	5.69E-04	3.81E-04	1.88E-04	1.37E-05	1.26E-05
0600 - 0700	1.14E-03	7.63E-04	3.76E-04	2.74E-05	2.53E-05
0700 - 0800	2.55E-03	1.71E-03	8.42E-04	6.17E-05	5.69E-05
0800 - 0900	2.27E-03	1.52E-03	7.48E-04	5.49E-05	5.06E-05
0900 - 1000	2.27E-03	1.52E-03	7.49E-04	5.49E-05	5.06E-05
1000 - 1100	1.99E-03	1.33E-03	6.55E-04	4.80E-05	4.43E-05
1100 - 1200	1.14E-03	7.63E-04	3.76E-04	2.74E-05	2.53E-05
1200 - 1300	1.14E-03	7.63E-04	3.76E-04	2.74E-05	2.53E-05
1300 - 1400	1.14E-03	7.63E-04	3.76E-04	2.74E-05	2.53E-05
1400 - 1500	1.14E-03	7.63E-04	3.76E-04	2.74E-05	2.53E-05
1500 - 1600	1.14E-03	7.63E-04	3.76E-04	2.74E-05	2.53E-05
1600 - 1700	1.70E-03	1.14E-03	5.62E-04	4.12E-05	3.79E-05
1700 - 1800	1.70E-03	1.14E-03	5.61E-04	4.12E-05	3.79E-05
1800 - 1900	1.98E-03	1.33E-03	6.55E-04	4.80E-05	4.43E-05
1900 - 2000	1.99E-03	1.33E-03	6.55E-04	4.80E-05	4.43E-05
2000 - 2100	1.98E-03	1.33E-03	6.55E-04	4.80E-05	4.43E-05
2100 - 2200	1.14E-03	7.63E-04	3.76E-04	2.74E-05	2.53E-05
2200 - 2300	5.69E-04	3.81E-04	1.88E-04	1.37E-05	1.26E-05
2300 - 2400	5.69E-04	3.81E-04	1.88E-04	1.37E-05	1.26E-05
max:	1.71E-03	8.42E-04	6.17E-05	5.69E-05	

Hourly Profile			
NO	NO _x	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
0.2230	0.2230	0.2222	0.2222
0.4461	0.4461	0.4444	0.4444
1.0000	1.0000	1.0000	1.0000
0.8883	0.8883	0.8889	0.8889
0.8893	0.8893	0.8889	0.8889
0.7781	0.7781	0.7778	0.7778
0.4461	0.4461	0.4444	0.4444
0.4461	0.4461	0.4444	0.4444
0.4461	0.4461	0.4444	0.4444
0.4461	0.4461	0.4444	0.4444
0.6674	0.6674	0.6667	0.6667
0.6663	0.6663	0.6667	0.6667
0.7770	0.7770	0.7778	0.7778
0.7781	0.7781	0.7778	0.7778
0.7770	0.7770	0.7778	0.7778
0.4461	0.4461	0.4444	0.4444
0.2230	0.2230	0.2222	0.2222
0.2230	0.2230	0.2222	0.2222

Emission Inventory for AERMOD Model - Emission from Nearby Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus (Year 2031- Q2)

Bus Terminus and Public Light Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Exit Temperat	Exit Velocity	Stack Diameter	Sinit	Max. Hourly Emission Rate				
	ID		(m)	(m)	(mPD)	(mAG)	(K)	(m/s)	(m)	(m)	NO	NO2	RSP	FSP	
Emission inside Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus															
Siu Hong Court Bus Terminus	PT1101	AREAPOLY	815836.2	830561.6	6.7	3.74	-	-	-	3.48	1.77E-05	1.40E-06	1.58E-07	1.46E-07	
			815845.7	830563.4											
			815851.9	830571.1											
			815867.6	830578.7											
			815893.6	830571.9											
			815900.9	830566.9											
			815904.8	830555.1											
			815901.9	830543.2											
			815853.0	830556.9											
			815836.2	830561.6											
Fu Tai Estate Bus Terminus - Franchised Bus (Side Opening)	PT1201	AREAPOLY	816267.1	830503.8	9.0	2.0	-	-	-	1.86	5.90E-05	4.70E-06	3.74E-07	3.45E-07	
			816249.4	830491.6											
			816248.7	830466.5											
			816248.6	830392.1											
			816251.3	830392.1											
			816251.7	830489.9											
			816268.7	830501.6											
	PT1202	AREAPOLY	816251.3	830392.1	9.0	3.4	-	-	-	3.16	5.90E-05	4.70E-06	3.74E-07	3.45E-07	
			816251.3	830394.8											
			816287.4	830394.8											
	PT1203	AREAPOLY	816287.4	830392.2	9.0	3.4	-	-	-	3.16	5.90E-05	4.70E-06	3.74E-07	3.45E-07	
			816287.4	830405.7											
			816290.1	830393.8											
	Fu Tai Estate Bus Terminus - Franchised Bus(Ventilation Exhaust)	PT1211	POINTHOR	816250.3	830478.1	9.0	4.0	0	3.5	2.5	-	3.33E-03	2.65E-04	2.11E-05	1.95E-05
		PT1212	POINTHOR	816250.3	830469.8	9.0	4.0	0	3.5	2.5	-	3.33E-03	2.65E-04	2.11E-05	1.95E-05
		PT1213	POINTHOR	816250.1	830444.1	9.0	4.0	0	3.5	2.5	-	3.33E-03	2.65E-04	2.11E-05	1.95E-05
PT1214		POINTHOR	816250.0	830440.8	9.0	4.0	0	3.5	2.5	-	3.33E-03	2.65E-04	2.11E-05	1.95E-05	
PT1215		POINTHOR	816250.0	830437.4	9.0	4.0	0	3.5	2.5	-	3.33E-03	2.65E-04	2.11E-05	1.95E-05	
PT1216		POINTHOR	816250.0	830427.7	9.0	4.0	0	3.5	2.5	-	3.33E-03	2.65E-04	2.11E-05	1.95E-05	
PT1217		POINTHOR	816250.1	830423.7	9.0	4.0	0	3.5	2.5	-	3.33E-03	2.65E-04	2.11E-05	1.95E-05	
PT1218		POINTHOR	816250.0	830402.5	9.0	4.0	0	3.5	2.5	-	3.33E-03	2.65E-04	2.11E-05	1.95E-05	
Fu Tai Estate Bus Terminus - Public Light Bus (Side Opening)		PT1301	AREAPOLY	816267.1	830503.8	9.0	2.0	-	-	-	1.86	6.04E-06	4.69E-07	8.06E-08	7.50E-08
				816249.4	830491.6										
	816248.7			830466.5											
	816248.6			830392.1											
	816251.3			830392.1											
	816251.7			830489.9											
	816268.7			830501.6											
	PT1302	AREAPOLY	816251.3	830392.1	9.0	3.4	-	-	-	3.16	6.04E-06	4.69E-07	8.06E-08	7.50E-08	
			816251.3	830394.8											
			816287.4	830394.8											
	PT1303	AREAPOLY	816287.4	830392.2	9.0	3.4	-	-	-	3.16	6.04E-06	4.69E-07	8.06E-08	7.50E-08	
			816287.4	830405.7											
			816290.0	830405.7											
	Fu Tai Estate Bus Terminus - Public Light Bus (Ventilation Exhaust)	PT1311	POINTHOR	816250.3	830478.1	9.0	4.0	0	3.5	2.5	-	3.41E-04	2.65E-05	4.55E-06	4.23E-06
		PT1312	POINTHOR	816250.3	830469.8	9.0	4.0	0	3.5	2.5	-	3.41E-04	2.65E-05	4.55E-06	4.23E-06
		PT1313	POINTHOR	816250.1	830444.1	9.0	4.0	0	3.5	2.5	-	3.41E-04	2.65E-05	4.55E-06	4.23E-06
PT1314		POINTHOR	816250.0	830440.8	9.0	4.0	0	3.5	2.5	-	3.41E-04	2.65E-05	4.55E-06	4.23E-06	
PT1315		POINTHOR	816250.0	830437.4	9.0	4.0	0	3.5	2.5	-	3.41E-04	2.65E-05	4.55E-06	4.23E-06	
PT1316		POINTHOR	816250.0	830427.7	9.0	4.0	0	3.5	2.5	-	3.41E-04	2.65E-05	4.55E-06	4.23E-06	
PT1317		POINTHOR	816250.1	830423.7	9.0	4.0	0	3.5	2.5	-	3.41E-04	2.65E-05	4.55E-06	4.23E-06	
PT1318		POINTHOR	816250.0	830402.5	9.0	4.0	0	3.5	2.5	-	3.41E-04	2.65E-05	4.55E-06	4.23E-06	

Emission Inventory for AERMOD Model - Emission from Nearby Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus (Year 2031- Q2)

Bus Terminus and Public Light Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Exit Temperature	Exit Velocity	Stack Diameter	Szinit	Max. Hourly Emission Rate			
	ID		(m)	(m)	(mPD)	(mAG)	(K)	(m/s)	(m)	(m)	NO	NO2	RSP	FSP
Emission inside Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus														
Fu Tai Estate Bus Terminus - Non Franchised Bus (Side Opening)	PTI401	AREAPOLY	816267.1	830503.8	9.0	2.0	-	-	-	1.86	3.62E-06	1.78E-06	1.37E-07	1.26E-07
			816249.4	830491.6										
			816248.7	830466.5										
			816248.6	830392.1										
			816251.3	830392.1										
	PTI402	AREAPOLY	816251.7	830489.9	9.0	3.4	-	-	-	3.16	3.62E-06	1.78E-06	1.37E-07	1.26E-07
			816268.7	830501.6										
			816251.3	830392.1										
			816251.3	830394.8										
			816287.4	830394.8										
	PTI403	AREAPOLY	816287.4	830392.2	9.0	3.4	-	-	-	3.16	3.62E-06	1.78E-06	1.37E-07	1.26E-07
			816287.4	830405.7										
			816290.0	830405.7										
			816290.1	830393.8										
			816287.4	830393.9										
Fu Tai Estate Bus Terminus - Non Franchised Bus (Ventilation Exhaust)	PTI411	POINTHOR	816250.3	830478.1	9.0	4.0	0	3.5	2.5	-	2.04E-04	1.00E-04	7.72E-06	7.11E-06
	PTI412	POINTHOR	816250.3	830469.8	9.0	4.0	0	3.5	2.5	-	2.04E-04	1.00E-04	7.72E-06	7.11E-06
	PTI413	POINTHOR	816250.1	830444.1	9.0	4.0	0	3.5	2.5	-	2.04E-04	1.00E-04	7.72E-06	7.11E-06
	PTI414	POINTHOR	816250.0	830440.8	9.0	4.0	0	3.5	2.5	-	2.04E-04	1.00E-04	7.72E-06	7.11E-06
	PTI415	POINTHOR	816250.0	830437.4	9.0	4.0	0	3.5	2.5	-	2.04E-04	1.00E-04	7.72E-06	7.11E-06
	PTI416	POINTHOR	816250.0	830427.7	9.0	4.0	0	3.5	2.5	-	2.04E-04	1.00E-04	7.72E-06	7.11E-06
	PTI417	POINTHOR	816250.1	830423.7	9.0	4.0	0	3.5	2.5	-	2.04E-04	1.00E-04	7.72E-06	7.11E-06
	PTI418	POINTHOR	816250.0	830402.5	9.0	4.0	0	3.5	2.5	-	2.04E-04	1.00E-04	7.72E-06	7.11E-06
Siu Hong Station (North) Public Transport Interchange - Franchised Bus	PTI501	AREAPOLY	815928.9	830546.9	18.5	3.74	-	-	-	3.48	4.46E-06	3.54E-07	8.84E-08	8.16E-08
			815929.7	830557.2										
			815970.1	830539.7										
			815949.5	830509.1										
			815924.2	830418.6										
			815932.0	830403.6										
			815930.5	830402.7										
			815894.3	830411.3										
			815891.0	830413.8										
			815889.9	830417.0										
			815890.5	830419.7										
			815917.0	830517.3										
			815921.1	830530.4										
			815923.4	830534.4										
			815925.8	830539.4										
Siu Hong Station (North) Public Transport Interchange - Public Light Bus	PTI601	AREAPOLY	815928.9	830546.9	18.5	2.55	-	-	-	2.37	1.03E-07	1.11E-08	2.13E-09	1.97E-09
			815929.7	830557.2										
			815970.1	830539.7										
			815949.5	830509.1										
			815924.2	830418.6										
			815932.0	830403.6										
			815930.5	830402.7										
			815894.3	830411.3										
			815891.0	830413.8										
			815889.9	830417.0										
			815890.5	830419.7										
			815917.0	830517.3										
			815921.1	830530.4										
			815923.4	830534.4										
			815925.8	830539.4										
Siu Hong Station (North) Public Transport Interchange - Non-Franchised Bus	PTI701	AREAPOLY	815928.9	830546.9	18.5	3.23	-	-	-	3.00	1.09E-06	5.37E-07	3.93E-08	3.63E-08
			815929.7	830557.2										
			815970.1	830539.7										
			815949.5	830509.1										
			815924.2	830418.6										
			815932.0	830403.6										
			815930.5	830402.7										
			815894.3	830411.3										
			815891.0	830413.8										
			815889.9	830417.0										
			815890.5	830419.7										
			815917.0	830517.3										
			815921.1	830530.4										
			815923.4	830534.4										
			815925.8	830539.4										

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 Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus (Year 2031- Q2)

Hourly Profile for Emission

Siu Hong Court Bus Terminus

Hour	Emission within bus terminus				
	Total Emission Rate (g/s)				
	NOx	NO	NO ₂	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	2.49E-02	2.31E-02	1.83E-03	6.01E-05	5.57E-05
0600 - 0700	1.67E-02	1.55E-02	1.23E-03	9.44E-05	8.76E-05
0700 - 0800	7.97E-03	7.38E-03	5.85E-04	2.06E-04	1.91E-04
0800 - 0900	4.31E-03	3.99E-03	3.16E-04	1.12E-04	1.04E-04
0900 - 1000	3.05E-03	2.83E-03	2.25E-04	7.72E-05	7.17E-05
1000 - 1100	3.04E-03	2.81E-03	2.24E-04	7.72E-05	7.17E-05
1100 - 1200	3.10E-03	2.87E-03	2.29E-04	7.72E-05	7.17E-05
1200 - 1300	3.04E-03	2.82E-03	2.24E-04	7.72E-05	7.17E-05
1300 - 1400	3.01E-03	2.79E-03	2.22E-04	7.72E-05	7.17E-05
1400 - 1500	3.11E-03	2.88E-03	2.30E-04	7.72E-05	7.17E-05
1500 - 1600	3.00E-03	2.78E-03	2.20E-04	7.72E-05	7.17E-05
1600 - 1700	2.98E-03	2.76E-03	2.19E-04	7.72E-05	7.17E-05
1700 - 1800	4.34E-03	4.02E-03	3.19E-04	1.12E-04	1.04E-04
1800 - 1900	4.47E-03	4.14E-03	3.29E-04	1.12E-04	1.04E-04
1900 - 2000	3.01E-03	2.79E-03	2.21E-04	7.72E-05	7.17E-05
2000 - 2100	2.74E-03	2.53E-03	2.02E-04	6.86E-05	6.37E-05
2100 - 2200	2.76E-03	2.56E-03	2.04E-04	6.86E-05	6.37E-05
2200 - 2300	2.71E-03	2.51E-03	2.00E-04	6.86E-05	6.37E-05
2300 - 2400	2.02E-03	1.87E-03	1.49E-04	5.15E-05	4.78E-05
max:	2.31E-02	1.83E-03	2.06E-04	1.91E-04	

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
0.0000	0.0000	0.0000	0.0000
0.6719	0.6726	0.4583	0.4583
0.3202	0.3197	1.0000	1.0000
0.1731	0.1728	0.5417	0.5417
0.1226	0.1228	0.3750	0.3750
0.1221	0.1222	0.3750	0.3750
0.1247	0.1251	0.3750	0.3750
0.1222	0.1223	0.3750	0.3750
0.1212	0.1211	0.3750	0.3750
0.1251	0.1256	0.3750	0.3750
0.1204	0.1203	0.3750	0.3750
0.1196	0.1194	0.3750	0.3750
0.1744	0.1743	0.5417	0.5417
0.1794	0.1800	0.5417	0.5417
0.1208	0.1208	0.3750	0.3750
0.1099	0.1102	0.3333	0.3333
0.1111	0.1115	0.3333	0.3333
0.1090	0.1092	0.3333	0.3333
0.0812	0.0812	0.2500	0.2500

Fu Tai Estate Bus Terminus - Franchised Bus

Hour	Emission within bus terminus				
	Total Emission Rate (g/s)				
	NOx	NO	NO ₂	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	7.02E-04	6.50E-04	5.17E-05	2.11E-05	1.95E-05
0200 - 0300	1.41E-03	1.31E-03	1.04E-04	4.22E-05	3.89E-05
0300 - 0400	7.62E-03	7.06E-03	5.59E-04	4.22E-05	3.89E-05
0400 - 0500	9.04E-03	8.38E-03	6.64E-04	8.43E-05	7.79E-05
0500 - 0600	1.18E-02	1.09E-02	8.70E-04	6.33E-05	5.84E-05
0600 - 0700	1.19E-02	1.11E-02	8.81E-04	6.33E-05	5.84E-05
0700 - 0800	2.88E-02	2.66E-02	2.12E-03	1.69E-04	1.56E-04
0800 - 0900	2.08E-03	1.93E-03	1.53E-04	6.33E-05	5.84E-05
0900 - 1000	1.38E-03	1.27E-03	1.01E-04	4.22E-05	3.89E-05
1000 - 1100	1.37E-03	1.27E-03	1.00E-04	4.22E-05	3.89E-05
1100 - 1200	1.39E-03	1.29E-03	1.02E-04	4.22E-05	3.89E-05
1200 - 1300	1.39E-03	1.29E-03	1.02E-04	4.22E-05	3.89E-05
1300 - 1400	1.38E-03	1.27E-03	1.01E-04	4.22E-05	3.89E-05
1400 - 1500	1.40E-03	1.30E-03	1.03E-04	4.22E-05	3.89E-05
1500 - 1600	1.36E-03	1.26E-03	9.98E-05	4.22E-05	3.89E-05
1600 - 1700	1.38E-03	1.27E-03	1.01E-04	4.22E-05	3.89E-05
1700 - 1800	1.38E-03	1.27E-03	1.01E-04	4.22E-05	3.89E-05
1800 - 1900	4.16E-03	3.85E-03	3.05E-04	1.27E-04	1.17E-04
1900 - 2000	2.75E-03	2.55E-03	2.02E-04	8.43E-05	7.79E-05
2000 - 2100	1.39E-03	1.29E-03	1.02E-04	4.22E-05	3.89E-05
2100 - 2200	1.40E-03	1.30E-03	1.03E-04	4.22E-05	3.89E-05
2200 - 2300	1.39E-03	1.29E-03	1.02E-04	4.22E-05	3.89E-05
2300 - 2400	1.42E-03	1.32E-03	1.05E-04	4.22E-05	3.89E-05
max:	2.66E-02	2.12E-03	1.69E-04	1.56E-04	

Hourly Profile			
NO	NO ₂	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0244	0.0243	0.1250	0.1250
0.0491	0.0490	0.2500	0.2500
0.2652	0.2635	0.2500	0.2500
0.3146	0.3129	0.5000	0.5000
0.4108	0.4099	0.3750	0.3750
0.4152	0.4149	0.3750	0.3750
1.0000	1.0000	1.0000	1.0000
0.0723	0.0719	0.3750	0.3750
0.0479	0.0476	0.2500	0.2500
0.0476	0.0473	0.2500	0.2500
0.0485	0.0483	0.2500	0.2500
0.0485	0.0483	0.2500	0.2500
0.0479	0.0476	0.2500	0.2500
0.0487	0.0486	0.2500	0.2500
0.0473	0.0470	0.2500	0.2500
0.0479	0.0476	0.2500	0.2500
0.1445	0.1438	0.7500	0.7500
0.0957	0.0952	0.5000	0.5000
0.0485	0.0483	0.2500	0.2500
0.0488	0.0487	0.2500	0.2500
0.0485	0.0483	0.2500	0.2500
0.0494	0.0493	0.2500	0.2500

Fu Tai Estate Bus Terminus - Public Light Bus

Hour	Emission within bus terminus				
	Total Emission Rate (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	2.10E-03	1.96E-03	1.41E-04	1.31E-05	1.13E-05
0600 - 0700	1.01E-03	8.96E-04	1.16E-04	1.99E-05	1.85E-05
0700 - 0800	2.55E-03	2.34E-03	2.12E-04	3.64E-05	3.38E-05
0800 - 0900	2.55E-03	2.34E-03	2.12E-04	3.64E-05	3.38E-05
0900 - 1000	2.55E-03	2.34E-03	2.12E-04	3.64E-05	3.38E-05
1000 - 1100	1.87E-03	1.73E-03	1.44E-04	2.43E-05	2.26E-05
1100 - 1200	2.85E-03	2.73E-03	1.26E-04	2.08E-05	1.94E-05
1200 - 1300	2.85E-03	2.73E-03	1.26E-04	2.08E-05	1.94E-05
1300 - 1400	1.87E-03	1.73E-03	1.44E-04	2.43E-05	2.26E-05
1400 - 1500	2.55E-03	2.34E-03	2.12E-04	3.64E-05	3.38E-05
1500 - 1600	2.55E-03	2.34E-03	2.12E-04	3.64E-05	3.38E-05
1600 - 1700	2.55E-03	2.34E-03	2.12E-04	3.64E-05	3.38E-05
1700 - 1800	2.55E-03	2.34E-03	2.12E-04	3.64E-05	3.38E-05
1800 - 1900	2.55E-03	2.34E-03	2.12E-04	3.64E-05	3.38E-05
1900 - 2000	2.55E-03	2.34E-03	2.12E-04	3.64E-05	3.38E-05
2000 - 2100	2.55E-03	2.34E-03	2.12E-04	3.64E-05	3.38E-05
2100 - 2200	2.55E-03	2.34E-03	2.12E-04	3.64E-05	3.38E-05
2200 - 2300	2.85E-03	2.73E-03	1.26E-04	2.08E-05	1.94E-05
2300 - 2400	2.33E-03	2.19E-03	1.49E-04	2.43E-05	2.26E-05
max:	2.73E-03	2.12E-04	3.64E-05	3.38E-05	

Hourly Profile			
NO	NO _x	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
0.7175	0.6658	0.3333	0.3333
0.3289	0.5460	0.5474	0.5468
0.8593	1.0000	1.0000	1.0000
0.8593	1.0000	1.0000	1.0000
0.8593	1.0000	1.0000	1.0000
0.6342	0.6791	0.6667	0.6667
1.0000	0.5971	0.5719	0.5731
1.0000	0.5971	0.5719	0.5731
0.6342	0.6791	0.6667	0.6667
0.8593	1.0000	1.0000	1.0000
0.8593	1.0000	1.0000	1.0000
0.8593	1.0000	1.0000	1.0000
0.8593	1.0000	1.0000	1.0000
0.8593	1.0000	1.0000	1.0000
0.8593	1.0000	1.0000	1.0000
0.8593	1.0000	1.0000	1.0000
0.8593	1.0000	1.0000	1.0000
1.0000	0.5971	0.5719	0.5731
0.8016	0.7047	0.6667	0.6667

Fu Tai Estate Bus Terminus - Non-Franchised Bus

Hour	Emission within bus terminus				
	Total Emission Rate (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	5.43E-04	3.64E-04	1.79E-04	1.37E-05	1.26E-05
0600 - 0700	1.09E-03	7.28E-04	3.59E-04	2.74E-05	2.53E-05
0700 - 0800	2.44E-03	1.63E-03	8.04E-04	6.17E-05	5.69E-05
0800 - 0900	2.16E-03	1.45E-03	7.14E-04	5.49E-05	5.06E-05
0900 - 1000	2.17E-03	1.45E-03	7.15E-04	5.49E-05	5.06E-05
1000 - 1100	1.89E-03	1.27E-03	6.25E-04	4.80E-05	4.43E-05
1100 - 1200	1.09E-03	7.28E-04	3.59E-04	2.74E-05	2.53E-05
1200 - 1300	1.09E-03	7.28E-04	3.59E-04	2.74E-05	2.53E-05
1300 - 1400	1.09E-03	7.28E-04	3.59E-04	2.74E-05	2.53E-05
1400 - 1500	1.09E-03	7.28E-04	3.59E-04	2.74E-05	2.53E-05
1500 - 1600	1.09E-03	7.28E-04	3.59E-04	2.74E-05	2.53E-05
1600 - 1700	1.63E-03	1.09E-03	5.36E-04	4.12E-05	3.79E-05
1700 - 1800	1.62E-03	1.09E-03	5.35E-04	4.12E-05	3.79E-05
1800 - 1900	1.89E-03	1.27E-03	6.24E-04	4.80E-05	4.43E-05
1900 - 2000	1.89E-03	1.27E-03	6.25E-04	4.80E-05	4.43E-05
2000 - 2100	1.89E-03	1.27E-03	6.24E-04	4.80E-05	4.43E-05
2100 - 2200	1.09E-03	7.28E-04	3.59E-04	2.74E-05	2.53E-05
2200 - 2300	5.43E-04	3.64E-04	1.79E-04	1.37E-05	1.26E-05
2300 - 2400	5.43E-04	3.64E-04	1.79E-04	1.37E-05	1.26E-05
max:	1.63E-03	8.04E-04	6.17E-05	5.69E-05	

Hourly Profile			
NO	NO _x	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
0.2231	0.2231	0.2222	0.2222
0.4461	0.4461	0.4444	0.4444
1.0000	1.0000	1.0000	1.0000
0.8882	0.8882	0.8889	0.8889
0.8894	0.8894	0.8889	0.8889
0.7781	0.7781	0.7778	0.7778
0.4461	0.4461	0.4444	0.4444
0.4461	0.4461	0.4444	0.4444
0.4461	0.4461	0.4444	0.4444
0.4461	0.4461	0.4444	0.4444
0.6674	0.6674	0.6667	0.6667
0.6663	0.6663	0.6667	0.6667
0.7769	0.7769	0.7778	0.7778
0.7781	0.7781	0.7778	0.7778
0.7769	0.7769	0.7778	0.7778
0.4461	0.4461	0.4444	0.4444
0.2231	0.2231	0.2222	0.2222
0.2231	0.2231	0.2222	0.2222

Emission Inventory for AERMOD Model - Emission from Nearby Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus (Year 2031- Q3)

Bus Terminus and Public Light Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Exit Temperature	Exit Velocity	Stack Diameter	Stack Height	Max. Hourly Emission Rate			
	ID		(m)	(m)	(mPD)	(mAG)	(K)	(m/s)	(m)	(m)	NO	NO2	RSP	FSP
Emission inside Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus														
Siu Hong Court Bus Terminus	PT1101	AREAPOLY	815836.2	830561.6	6.7	3.74	-	-	-	3.48	1.77E-05	1.40E-06	1.58E-07	1.46E-07
			815845.7	830563.4										
			815851.9	830571.1										
			815867.6	830578.7										
			815893.6	830571.9										
			815900.9	830566.9										
			815904.8	830555.1										
			815901.9	830543.2										
			815853.0	830556.9										
			815836.2	830561.6										
Fu Tai Estate Bus Terminus - Franchised Bus (Side Opening)	PT1201	AREAPOLY	816267.1	830503.8	9.0	2.0	-	-	-	1.86	5.93E-05	4.73E-06	3.74E-07	3.45E-07
			816249.4	830491.6										
			816248.7	830466.5										
			816248.6	830392.1										
			816251.3	830392.1										
			816251.7	830489.9										
			816268.7	830501.6										
	PT1202	AREAPOLY	816251.3	830392.1	9.0	3.4	-	-	-	3.16	5.93E-05	4.73E-06	3.74E-07	3.45E-07
			816251.3	830394.8										
			816287.4	830394.8										
	PT1203	AREAPOLY	816287.4	830392.2	9.0	3.4	-	-	-	3.16	5.93E-05	4.73E-06	3.74E-07	3.45E-07
			816287.4	830405.7										
			816290.0	830405.7										
			816290.1	830393.8										
			816287.4	830393.9										
Fu Tai Estate Bus Terminus - Franchised Bus(Ventilation Exhaust)	PT1211	POINTHOR	816250.3	830478.1	9.0	4.0	0	3.5	2.5	-	3.35E-03	2.67E-04	2.11E-05	1.95E-05
	PT1212	POINTHOR	816250.3	830469.8	9.0	4.0	0	3.5	2.5	-	3.35E-03	2.67E-04	2.11E-05	1.95E-05
	PT1213	POINTHOR	816250.1	830444.1	9.0	4.0	0	3.5	2.5	-	3.35E-03	2.67E-04	2.11E-05	1.95E-05
	PT1214	POINTHOR	816250.0	830440.8	9.0	4.0	0	3.5	2.5	-	3.35E-03	2.67E-04	2.11E-05	1.95E-05
	PT1215	POINTHOR	816250.0	830437.4	9.0	4.0	0	3.5	2.5	-	3.35E-03	2.67E-04	2.11E-05	1.95E-05
	PT1216	POINTHOR	816250.0	830427.7	9.0	4.0	0	3.5	2.5	-	3.35E-03	2.67E-04	2.11E-05	1.95E-05
	PT1217	POINTHOR	816250.1	830423.7	9.0	4.0	0	3.5	2.5	-	3.35E-03	2.67E-04	2.11E-05	1.95E-05
	PT1218	POINTHOR	816250.0	830402.5	9.0	4.0	0	3.5	2.5	-	3.35E-03	2.67E-04	2.11E-05	1.95E-05
Fu Tai Estate Bus Terminus - Public Light Bus (Side Opening)	PT1301	AREAPOLY	816267.1	830503.8	9.0	2.0	-	-	-	1.86	6.00E-06	4.78E-07	8.06E-08	7.50E-08
			816249.4	830491.6										
			816248.7	830466.5										
			816248.6	830392.1										
			816251.3	830392.1										
			816251.7	830489.9										
	PT1302	AREAPOLY	816268.7	830501.6	9.0	3.4	-	-	-	3.16	6.00E-06	4.78E-07	8.06E-08	7.50E-08
			816251.3	830392.1										
			816251.3	830394.8										
	PT1303	AREAPOLY	816287.4	830394.8	9.0	3.4	-	-	-	3.16	6.00E-06	4.78E-07	8.06E-08	7.50E-08
			816287.4	830392.2										
			816287.4	830405.7										
			816290.0	830405.7										
			816290.1	830393.8										
			816287.4	830393.9										
Fu Tai Estate Bus Terminus - Public Light Bus (Ventilation Exhaust)	PT1311	POINTHOR	816250.3	830478.1	9.0	4.0	0	3.5	2.5	-	3.39E-04	2.70E-05	4.55E-06	4.23E-06
	PT1312	POINTHOR	816250.3	830469.8	9.0	4.0	0	3.5	2.5	-	3.39E-04	2.70E-05	4.55E-06	4.23E-06
	PT1313	POINTHOR	816250.1	830444.1	9.0	4.0	0	3.5	2.5	-	3.39E-04	2.70E-05	4.55E-06	4.23E-06
	PT1314	POINTHOR	816250.0	830440.8	9.0	4.0	0	3.5	2.5	-	3.39E-04	2.70E-05	4.55E-06	4.23E-06
	PT1315	POINTHOR	816250.0	830437.4	9.0	4.0	0	3.5	2.5	-	3.39E-04	2.70E-05	4.55E-06	4.23E-06
	PT1316	POINTHOR	816250.0	830427.7	9.0	4.0	0	3.5	2.5	-	3.39E-04	2.70E-05	4.55E-06	4.23E-06
	PT1317	POINTHOR	816250.1	830423.7	9.0	4.0	0	3.5	2.5	-	3.39E-04	2.70E-05	4.55E-06	4.23E-06
	PT1318	POINTHOR	816250.0	830402.5	9.0	4.0	0	3.5	2.5	-	3.39E-04	2.70E-05	4.55E-06	4.23E-06

Emission Inventory for AERMOD Model - Emission from Nearby Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus (Year 2031- Q3)

Bus Terminus and Public Light Bus Terminus	Source	Type	X	Y	Base Elevation (mPD)	Release Height (mAG)	Exit Temperat (K)	Exit Velocity (m/s)	Stack Diameter (m)	Szinitt (m)	Max. Hourly Emission Rate				
	ID		(m)	(m)							NO	NO2	RSP	FSP	
Emission inside Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus															
Fu Tai Estate Bus Terminus - Non Franchised Bus (Side Opening)	PTI401	AREAPOLY	816267.1	830503.8	9.0	2.0	-	-	-	1.86	3.72E-06	1.83E-06	1.37E-07	1.26E-07	
			816249.4	830491.6											
			816248.7	830466.5											
			816248.6	830392.1											
			816251.3	830392.1											
			816251.7	830489.9											
	PTI402	AREAPOLY	816268.7	830501.6	9.0	3.4	-	-	-	3.16	3.72E-06	1.83E-06	1.37E-07	1.26E-07	
			816251.3	830392.1											
			816251.3	830394.8											
			816287.4	830394.8											
	PTI403	AREAPOLY	816287.4	830392.2	9.0	3.4	-	-	-	3.16	3.72E-06	1.83E-06	1.37E-07	1.26E-07	
			816287.4	830405.7											
			816290.0	830405.7											
			816290.1	830393.8											
			816287.4	830393.9											
Fu Tai Estate Bus Terminus - Non Franchised Bus (Ventilation Exhaust)	PTI411	POINTHOR	816250.3	830478.1	9.0	4.0	0	3.5	2.5	-	2.10E-04	1.03E-04	7.72E-06	7.11E-06	
	PTI412	POINTHOR	816250.3	830469.8	9.0	4.0	0	3.5	2.5	-	2.10E-04	1.03E-04	7.72E-06	7.11E-06	
	PTI413	POINTHOR	816250.1	830444.1	9.0	4.0	0	3.5	2.5	-	2.10E-04	1.03E-04	7.72E-06	7.11E-06	
	PTI414	POINTHOR	816250.0	830440.8	9.0	4.0	0	3.5	2.5	-	2.10E-04	1.03E-04	7.72E-06	7.11E-06	
	PTI415	POINTHOR	816250.0	830437.4	9.0	4.0	0	3.5	2.5	-	2.10E-04	1.03E-04	7.72E-06	7.11E-06	
	PTI416	POINTHOR	816250.0	830427.7	9.0	4.0	0	3.5	2.5	-	2.10E-04	1.03E-04	7.72E-06	7.11E-06	
	PTI417	POINTHOR	816250.1	830423.7	9.0	4.0	0	3.5	2.5	-	2.10E-04	1.03E-04	7.72E-06	7.11E-06	
	PTI418	POINTHOR	816250.0	830402.5	9.0	4.0	0	3.5	2.5	-	2.10E-04	1.03E-04	7.72E-06	7.11E-06	
Siu Hong Station (North) Public Transport Interchange - Franchised Bus	PTI501	AREAPOLY	815928.9	830546.9	18.5	3.74	-	-	-	3.48	4.49E-06	3.56E-07	8.84E-08	8.16E-08	
			815929.7	830557.2											
			815970.1	830539.7											
			815949.5	830509.1											
			815924.2	830418.6											
			815932.0	830403.6											
			815930.5	830402.7											
			815894.3	830411.3											
			815891.0	830413.8											
			815889.9	830417.0											
			815890.5	830419.7											
			815917.0	830517.3											
			815921.1	830530.4											
			815923.4	830534.4											
			815925.8	830539.4											
Siu Hong Station (North) Public Transport Interchange - Public Light Bus	PTI601	AREAPOLY	815928.9	830546.9	18.5	2.55	-	-	-	2.37	1.04E-07	1.14E-08	2.13E-09	1.97E-09	
			815929.7	830557.2											
			815970.1	830539.7											
			815949.5	830509.1											
			815924.2	830418.6											
			815932.0	830403.6											
			815930.5	830402.7											
			815894.3	830411.3											
			815891.0	830413.8											
			815889.9	830417.0											
			815890.5	830419.7											
			815917.0	830517.3											
			815921.1	830530.4											
			815923.4	830534.4											
			815925.8	830539.4											
Siu Hong Station (North) Public Transport Interchange - Non-Franchised Bus	PTI701	AREAPOLY	815928.9	830546.9	18.5	3.23	-	-	-	3.00	1.12E-06	5.52E-07	3.93E-08	3.63E-08	
			815929.7	830557.2											
			815970.1	830539.7											
			815949.5	830509.1											
			815924.2	830418.6											
			815932.0	830403.6											
			815930.5	830402.7											
			815894.3	830411.3											
			815891.0	830413.8											
			815889.9	830417.0											
			815890.5	830419.7											
			815917.0	830517.3											
			815921.1	830530.4											
			815923.4	830534.4											
			815925.8	830539.4											

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 Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus (Year 2031- Q3)

Hourly Profile for Emission

Siu Hong Court Bus Terminus

Hour	Emission within bus terminus				
	Total Emission Rate (g/s)				
	NOx	NO	NO ₂	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	2.49E-02	2.31E-02	1.83E-03	6.01E-05	5.57E-05
0600 - 0700	1.68E-02	1.56E-02	1.24E-03	9.44E-05	8.76E-05
0700 - 0800	8.13E-03	7.53E-03	5.97E-04	2.06E-04	1.91E-04
0800 - 0900	4.39E-03	4.07E-03	3.23E-04	1.12E-04	1.04E-04
0900 - 1000	3.11E-03	2.88E-03	2.29E-04	7.72E-05	7.17E-05
1000 - 1100	3.10E-03	2.87E-03	2.28E-04	7.72E-05	7.17E-05
1100 - 1200	3.16E-03	2.93E-03	2.33E-04	7.72E-05	7.17E-05
1200 - 1300	3.10E-03	2.87E-03	2.28E-04	7.72E-05	7.17E-05
1300 - 1400	3.08E-03	2.85E-03	2.26E-04	7.72E-05	7.17E-05
1400 - 1500	3.17E-03	2.94E-03	2.34E-04	7.72E-05	7.17E-05
1500 - 1600	3.06E-03	2.83E-03	2.25E-04	7.72E-05	7.17E-05
1600 - 1700	3.04E-03	2.81E-03	2.23E-04	7.72E-05	7.17E-05
1700 - 1800	4.43E-03	4.10E-03	3.25E-04	1.12E-04	1.04E-04
1800 - 1900	4.55E-03	4.22E-03	3.36E-04	1.12E-04	1.04E-04
1900 - 2000	3.07E-03	2.84E-03	2.26E-04	7.72E-05	7.17E-05
2000 - 2100	2.79E-03	2.58E-03	2.06E-04	6.86E-05	6.37E-05
2100 - 2200	2.82E-03	2.61E-03	2.08E-04	6.86E-05	6.37E-05
2200 - 2300	2.77E-03	2.56E-03	2.04E-04	6.86E-05	6.37E-05
2300 - 2400	2.06E-03	1.91E-03	1.52E-04	5.15E-05	4.78E-05
max:	2.31E-02	1.83E-03	2.06E-04	1.91E-04	

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
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.6736	0.6743	0.4583	0.4583
0.3260	0.3256	1.0000	1.0000
0.1763	0.1760	0.5417	0.5417
0.1248	0.1250	0.3750	0.3750
0.1243	0.1244	0.3750	0.3750
0.1269	0.1273	0.3750	0.3750
0.1244	0.1245	0.3750	0.3750
0.1234	0.1233	0.3750	0.3750
0.1273	0.1278	0.3750	0.3750
0.1226	0.1225	0.3750	0.3750
0.1218	0.1216	0.3750	0.3750
0.1776	0.1775	0.5417	0.5417
0.1826	0.1831	0.5417	0.5417
0.1230	0.1230	0.3750	0.3750
0.1119	0.1121	0.3333	0.3333
0.1130	0.1134	0.3333	0.3333
0.1110	0.1111	0.3333	0.3333
0.0826	0.0827	0.2500	0.2500

Fu Tai Estate Bus Terminus - Franchised Bus

Hour	Emission within bus terminus				
	Total Emission Rate (g/s)				
	NOx	NO	NO ₂	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	7.20E-04	6.67E-04	5.29E-05	2.11E-05	1.95E-05
0200 - 0300	1.45E-03	1.34E-03	1.07E-04	4.22E-05	3.89E-05
0300 - 0400	7.66E-03	7.10E-03	5.62E-04	4.22E-05	3.89E-05
0400 - 0500	9.12E-03	8.45E-03	6.69E-04	8.43E-05	7.79E-05
0500 - 0600	1.19E-02	1.10E-02	8.74E-04	6.33E-05	5.84E-05
0600 - 0700	1.20E-02	1.11E-02	8.85E-04	6.33E-05	5.84E-05
0700 - 0800	2.89E-02	2.68E-02	2.13E-03	1.69E-04	1.56E-04
0800 - 0900	2.13E-03	1.97E-03	1.57E-04	6.33E-05	5.84E-05
0900 - 1000	1.41E-03	1.31E-03	1.04E-04	4.22E-05	3.89E-05
1000 - 1100	1.40E-03	1.30E-03	1.03E-04	4.22E-05	3.89E-05
1100 - 1200	1.43E-03	1.32E-03	1.05E-04	4.22E-05	3.89E-05
1200 - 1300	1.43E-03	1.32E-03	1.05E-04	4.22E-05	3.89E-05
1300 - 1400	1.41E-03	1.31E-03	1.04E-04	4.22E-05	3.89E-05
1400 - 1500	1.44E-03	1.33E-03	1.06E-04	4.22E-05	3.89E-05
1500 - 1600	1.40E-03	1.29E-03	1.02E-04	4.22E-05	3.89E-05
1600 - 1700	1.41E-03	1.31E-03	1.04E-04	4.22E-05	3.89E-05
1700 - 1800	1.41E-03	1.31E-03	1.04E-04	4.22E-05	3.89E-05
1800 - 1900	4.26E-03	3.95E-03	3.13E-04	1.27E-04	1.17E-04
1900 - 2000	2.82E-03	2.62E-03	2.07E-04	8.43E-05	7.79E-05
2000 - 2100	1.43E-03	1.32E-03	1.05E-04	4.22E-05	3.89E-05
2100 - 2200	1.44E-03	1.33E-03	1.06E-04	4.22E-05	3.89E-05
2200 - 2300	1.43E-03	1.32E-03	1.05E-04	4.22E-05	3.89E-05
2300 - 2400	1.46E-03	1.35E-03	1.07E-04	4.22E-05	3.89E-05
max:	2.68E-02	2.13E-03	1.69E-04	1.56E-04	

Hourly Profile			
NO	NO ₂	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0249	0.0248	0.1250	0.1250
0.0501	0.0500	0.2500	0.2500
0.2651	0.2635	0.2500	0.2500
0.3155	0.3138	0.5000	0.5000
0.4106	0.4098	0.3750	0.3750
0.4150	0.4147	0.3750	0.3750
1.0000	1.0000	1.0000	1.0000
0.0738	0.0734	0.3750	0.3750
0.0489	0.0486	0.2500	0.2500
0.0486	0.0482	0.2500	0.2500
0.0494	0.0492	0.2500	0.2500
0.0494	0.0492	0.2500	0.2500
0.0489	0.0486	0.2500	0.2500
0.0497	0.0496	0.2500	0.2500
0.0483	0.0480	0.2500	0.2500
0.0489	0.0486	0.2500	0.2500
0.0489	0.0486	0.2500	0.2500
0.1475	0.1468	0.7500	0.7500
0.0977	0.0971	0.5000	0.5000
0.0494	0.0492	0.2500	0.2500
0.0498	0.0496	0.2500	0.2500
0.0494	0.0492	0.2500	0.2500
0.0504	0.0503	0.2500	0.2500

Emission within bus terminus					
Hour	NO _x	NO	NO ₂	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	2.07E-03	1.93E-03	1.42E-04	1.21E-05	1.13E-05
0600-0700	0.07E-03	8.99E-04	1.18E-04	1.99E-05	1.85E-05
0700-0800	2.56E-03	2.34E-03	2.16E-04	3.64E-05	3.38E-05
0800-0900	2.56E-03	2.34E-03	2.16E-04	3.64E-05	3.38E-05
0900-1000	2.56E-03	2.34E-03	2.16E-04	3.64E-05	3.38E-05
1000-1100	1.87E-03	1.73E-03	1.49E-04	2.43E-05	2.26E-05
1100-1200	2.84E-03	2.71E-03	2.26E-04	2.08E-05	1.94E-05
1200-1300	2.84E-03	2.71E-03	1.29E-04	2.08E-05	1.94E-05
1300-1400	1.87E-03	1.73E-03	1.46E-04	2.43E-05	2.26E-05
1400-1500	2.56E-03	2.34E-03	2.16E-04	3.64E-05	3.38E-05
1500-1600	2.56E-03	2.34E-03	2.16E-04	3.64E-05	3.38E-05
1600-1700	2.56E-03	2.34E-03	2.16E-04	3.64E-05	3.38E-05
1700-1800	2.56E-03	2.34E-03	2.16E-04	3.64E-05	3.38E-05
1800-1900	2.56E-03	2.34E-03	2.16E-04	3.64E-05	3.38E-05
1900-2000	2.56E-03	2.34E-03	2.16E-04	3.64E-05	3.38E-05
2000-2100	2.56E-03	2.34E-03	2.16E-04	3.64E-05	3.38E-05
2100-2200	2.56E-03	2.34E-03	2.16E-04	3.64E-05	3.38E-05
2200-2300	2.84E-03	2.71E-03	1.29E-04	2.08E-05	1.94E-05
2300-2400	2.32E-03	2.17E-03	1.52E-04	2.43E-05	2.26E-05
	max:	2.71E-03	2.16E-04	3.64E-05	3.38E-05

[illegible]

Fu Tai Estate Bus Terminus - Non-Franchised Bus

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	5.59E-04	3.74E-04	1.84E-04	1.37E-05	1.26E-05
0600 - 0700	1.12E-03	7.48E-04	3.69E-04	2.74E-05	2.53E-05
0700 - 0800	5.59E-03	1.68E-03	8.26E-04	4.80E-05	4.43E-05
0800 - 0900	2.23E-03	1.49E-03	7.35E-04	5.49E-05	5.06E-05
0900 - 1000	2.23E-03	1.49E-03	7.35E-04	5.49E-05	5.06E-05
1000 - 1100	1.95E-03	1.31E-03	6.43E-04	4.80E-05	4.43E-05
1100 - 1200	1.12E-03	7.48E-04	3.69E-04	2.74E-05	2.53E-05
1200 - 1300	1.12E-03	7.48E-04	3.69E-04	2.74E-05	2.53E-05
1300 - 1400	1.12E-03	7.48E-04	3.69E-04	2.74E-05	2.53E-05
1400 - 1500	1.12E-03	7.48E-04	3.69E-04	2.74E-05	2.53E-05
1500 - 1600	1.12E-03	7.48E-04	3.69E-04	2.74E-05	2.53E-05
1600 - 1700	1.67E-03	1.12E-03	5.52E-04	4.12E-05	3.79E-05
1700 - 1800	1.67E-03	1.12E-03	5.52E-04	4.12E-05	3.79E-05
1800 - 1900	1.95E-03	1.30E-03	6.43E-04	4.80E-05	4.43E-05
1900 - 2000	1.95E-03	1.31E-03	6.43E-04	4.80E-05	4.43E-05
2000 - 2100	1.95E-03	1.30E-03	6.43E-04	4.80E-05	4.43E-05
2100 - 2200	1.12E-03	7.48E-04	3.69E-04	2.74E-05	2.53E-05
2200 - 2300	5.59E-04	3.74E-04	1.84E-04	1.37E-05	1.26E-05
2300 - 2400	5.59E-04	3.74E-04	1.84E-04	1.37E-05	1.26E-05
	man:	1.68E-03	8.26E-04	6.17E-05	5.69E-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
0.2230	0.2230	0.2222	0.2222
0.4461	0.4461	0.4444	0.4444
0.0000	1.0000	1.0000	1.0000
0.8893	0.8893	0.8889	0.8889
0.8893	0.8893	0.8889	0.8889
0.7778	0.7778	0.7778	0.7778
0.4461	0.4461	0.4444	0.4444
0.4461	0.4461	0.4444	0.4444
0.4461	0.4461	0.4444	0.4444
0.4461	0.4461	0.4444	0.4444
0.4461	0.4461	0.4444	0.4444
0.6674	0.6674	0.6667	0.6667
0.6667	0.6667	0.6667	0.6667
0.7773	0.7773	0.7778	0.7778
0.7773	0.7773	0.7778	0.7778
0.7770	0.7770	0.7778	0.7778
0.4461	0.4461	0.4444	0.4444
0.2230	0.2230	0.2222	0.2222
0.2230	0.2230	0.2222	0.2222

Emission Inventory for AERMOD Model - Emission from Nearby Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus (Year 2031- Q4)

Bus Terminus and Public Light Bus Terminus	Source	Type	X	Y	Base Elevation	Release Height	Exit Temperature	Exit Velocity	Stack Diameter	Sinist	Max. Hourly Emission Rate			
	ID		(m)	(m)	(mPD)	(mAG)	(K)	(m/s)	(m)	(m)	NO	NO2	RSP	FSP
Emission inside Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus														
Siu Hong Court Bus Terminus	PT1101	AREAPOLY	815836.2	830561.6	6.7	3.74	-	-	-	3.48	1.77E-05	1.41E-06	1.58E-07	1.46E-07
			815845.7	830563.4										
			815851.9	830571.1										
			815867.6	830578.7										
			815893.6	830571.9										
			815900.9	830566.9										
			815904.8	830555.1										
			815901.9	830543.2										
			815853.0	830556.9										
			815836.2	830561.6										
Fu Tai Estate Bus Terminus - Franchised Bus (Side Opening)	PT1201	AREAPOLY	816267.1	830503.8	9.0	2.0	-	-	-	1.86	5.97E-05	4.76E-06	3.74E-07	3.45E-07
			816249.4	830491.6										
			816248.7	830466.5										
			816248.6	830392.1										
			816251.3	830392.1										
			816251.7	830489.9										
	PT1202	AREAPOLY	816268.7	830501.6	9.0	3.4	-	-	-	3.16	5.97E-05	4.76E-06	3.74E-07	3.45E-07
			816251.3	830394.8										
			816287.4	830394.8										
			816287.4	830392.2										
			816287.4	830405.7										
			816290.1	830405.7										
	PT1203	AREAPOLY	816290.1	830393.8	9.0	3.4	-	-	-	3.16	5.97E-05	4.76E-06	3.74E-07	3.45E-07
			816287.4	830393.9										
			816287.4	830393.9										
			816287.4	830393.9										
			816287.4	830393.9										
			816287.4	830393.9										
Fu Tai Estate Bus Terminus - Franchised Bus(Ventilation Exhaust)	PT1211	POINTHOR	816250.3	830478.1	9.0	4.0	0	3.5	2.5	-	3.37E-03	2.68E-04	2.11E-05	1.95E-05
	PT1212	POINTHOR	816250.3	830469.8	9.0	4.0	0	3.5	2.5	-	3.37E-03	2.68E-04	2.11E-05	1.95E-05
	PT1213	POINTHOR	816250.1	830444.1	9.0	4.0	0	3.5	2.5	-	3.37E-03	2.68E-04	2.11E-05	1.95E-05
	PT1214	POINTHOR	816250.0	830440.8	9.0	4.0	0	3.5	2.5	-	3.37E-03	2.68E-04	2.11E-05	1.95E-05
	PT1215	POINTHOR	816250.0	830437.4	9.0	4.0	0	3.5	2.5	-	3.37E-03	2.68E-04	2.11E-05	1.95E-05
	PT1216	POINTHOR	816250.0	830427.7	9.0	4.0	0	3.5	2.5	-	3.37E-03	2.68E-04	2.11E-05	1.95E-05
	PT1217	POINTHOR	816250.1	830423.7	9.0	4.0	0	3.5	2.5	-	3.37E-03	2.68E-04	2.11E-05	1.95E-05
	PT1218	POINTHOR	816250.0	830402.5	9.0	4.0	0	3.5	2.5	-	3.37E-03	2.68E-04	2.11E-05	1.95E-05
Fu Tai Estate Bus Terminus - Public Light Bus (Side Opening)	PT1301	AREAPOLY	816267.1	830503.8	9.0	2.0	-	-	-	1.86	6.64E-06	4.92E-07	8.06E-08	7.50E-08
			816249.4	830491.6										
			816248.7	830466.5										
			816248.6	830392.1										
			816251.3	830392.1										
			816251.7	830489.9										
	PT1302	AREAPOLY	816268.7	830501.6	9.0	3.4	-	-	-	3.16	6.64E-06	4.92E-07	8.06E-08	7.50E-08
			816251.3	830392.1										
			816251.3	830394.8										
			816287.4	830394.8										
			816287.4	830392.2										
			816287.4	830405.7										
	PT1303	AREAPOLY	816290.0	830405.7	9.0	3.4	-	-	-	3.16	6.64E-06	4.92E-07	8.06E-08	7.50E-08
			816290.1	830393.8										
			816287.4	830393.9										
			816287.4	830393.9										
			816287.4	830393.9										
			816287.4	830393.9										
Fu Tai Estate Bus Terminus - Public Light Bus (Ventilation Exhaust)	PT1311	POINTHOR	816250.3	830478.1	9.0	4.0	0	3.5	2.5	-	3.75E-04	2.78E-05	4.55E-06	4.23E-06
	PT1312	POINTHOR	816250.3	830469.8	9.0	4.0	0	3.5	2.5	-	3.75E-04	2.78E-05	4.55E-06	4.23E-06
	PT1313	POINTHOR	816250.1	830444.1	9.0	4.0	0	3.5	2.5	-	3.75E-04	2.78E-05	4.55E-06	4.23E-06
	PT1314	POINTHOR	816250.0	830440.8	9.0	4.0	0	3.5	2.5	-	3.75E-04	2.78E-05	4.55E-06	4.23E-06
	PT1315	POINTHOR	816250.0	830437.4	9.0	4.0	0	3.5	2.5	-	3.75E-04	2.78E-05	4.55E-06	4.23E-06
	PT1316	POINTHOR	816250.0	830427.7	9.0	4.0	0	3.5	2.5	-	3.75E-04	2.78E-05	4.55E-06	4.23E-06
	PT1317	POINTHOR	816250.1	830423.7	9.0	4.0	0	3.5	2.5	-	3.75E-04	2.78E-05	4.55E-06	4.23E-06
	PT1318	POINTHOR	816250.0	830402.5	9.0	4.0	0	3.5	2.5	-	3.75E-04	2.78E-05	4.55E-06	4.23E-06

Emission Inventory for AERMOD Model - Emission from Nearby Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus (Year 2031- Q4)

Bus Terminus and Public Light Bus Terminus	Source	Type	X	Y	Base Elevation (mPD)	Release Height (mAG)	Exit Temperat (K)	Exit Velocity (m/s)	Stack Diameter (m)	Szinit (m)	Max. Hourly Emission Rate				
	ID		(m)	(m)							NO	NO2	RSP	FSP	
Emission inside Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus															
Fu Tai Estate Bus Terminus - Non Franchised Bus (Side Opening)	PTI401	AREAPOLY	816267.1	830503.8	9.0	2.0	-	-	-	1.86	3.85E-06	1.90E-06	1.37E-07	1.26E-07	
			816249.4	830491.6											
			816248.7	830466.5											
			816248.6	830392.1											
			816251.3	830392.1											
	PTI402	AREAPOLY	816251.7	830489.9	9.0	3.4	-	-	-	3.16	3.85E-06	1.90E-06	1.37E-07	1.26E-07	
			816268.7	830501.6											
			816251.3	830392.1											
			816251.3	830394.8											
			816287.4	830394.8											
	PTI403	AREAPOLY	816287.4	830392.2	9.0	3.4	-	-	-	3.16	3.85E-06	1.90E-06	1.37E-07	1.26E-07	
			816287.4	830405.7											
			816290.0	830405.7											
			816290.1	830393.8											
			816287.4	830393.9											
Fu Tai Estate Bus Terminus - Non Franchised Bus (Ventilation Exhaust)	PTI411	POINTHOR	816250.3	830478.1	9.0	4.0	0	3.5	2.5	-	2.17E-04	1.07E-04	7.72E-06	7.11E-06	
	PTI412	POINTHOR	816250.3	830469.8	9.0	4.0	0	3.5	2.5	-	2.17E-04	1.07E-04	7.72E-06	7.11E-06	
	PTI413	POINTHOR	816250.1	830444.1	9.0	4.0	0	3.5	2.5	-	2.17E-04	1.07E-04	7.72E-06	7.11E-06	
	PTI414	POINTHOR	816250.0	830440.8	9.0	4.0	0	3.5	2.5	-	2.17E-04	1.07E-04	7.72E-06	7.11E-06	
	PTI415	POINTHOR	816250.0	830437.4	9.0	4.0	0	3.5	2.5	-	2.17E-04	1.07E-04	7.72E-06	7.11E-06	
	PTI416	POINTHOR	816250.0	830427.7	9.0	4.0	0	3.5	2.5	-	2.17E-04	1.07E-04	7.72E-06	7.11E-06	
	PTI417	POINTHOR	816250.1	830423.7	9.0	4.0	0	3.5	2.5	-	2.17E-04	1.07E-04	7.72E-06	7.11E-06	
	PTI418	POINTHOR	816250.0	830402.5	9.0	4.0	0	3.5	2.5	-	2.17E-04	1.07E-04	7.72E-06	7.11E-06	
Siu Hong Station (North) Public Transport Interchange - Franchised Bus	PTI501	AREAPOLY	815928.9	830546.9	18.5	3.74	-	-	-	3.48	4.52E-06	3.59E-07	8.84E-08	8.16E-08	
			815929.7	830557.2											
			815970.1	830539.7											
			815949.5	830509.1											
			815924.2	830418.6											
			815932.0	830403.6											
			815930.5	830402.7											
			815894.3	830411.3											
			815891.0	830413.8											
			815889.9	830417.0											
			815890.5	830419.7											
			815917.0	830517.3											
			815921.1	830530.4											
			815923.4	830534.4											
			815925.8	830539.4											
Siu Hong Station (North) Public Transport Interchange - Public Light Bus	PTI601	AREAPOLY	815928.9	830546.9	18.5	2.55	-	-	-	2.37	1.09E-07	1.17E-08	2.13E-09	1.97E-09	
			815929.7	830557.2											
			815970.1	830539.7											
			815949.5	830509.1											
			815924.2	830418.6											
			815932.0	830403.6											
			815930.5	830402.7											
			815894.3	830411.3											
			815891.0	830413.8											
			815889.9	830417.0											
			815890.5	830419.7											
			815917.0	830517.3											
			815921.1	830530.4											
			815923.4	830534.4											
			815925.8	830539.4											
Siu Hong Station (North) Public Transport Interchange - Non-Franchised Bus	PTI701	AREAPOLY	815928.9	830546.9	18.5	3.23	-	-	-	3.00	1.16E-06	5.72E-07	3.93E-08	3.63E-08	
			815929.7	830557.2											
			815970.1	830539.7											
			815949.5	830509.1											
			815924.2	830418.6											
			815932.0	830403.6											
			815930.5	830402.7											
			815894.3	830411.3											
			815891.0	830413.8											
			815889.9	830417.0											
			815890.5	830419.7											
			815917.0	830517.3											
			815921.1	830530.4											
			815923.4	830534.4											
			815925.8	830539.4											

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 Public Transport Interchange/ Bus Terminus and Public Light Bus Terminus (Year 2031- Q4)

Hourly Profile for Emission

Siu Hong Court Bus Terminus

Hour	Emission within bus terminus				
	Total Emission Rate (g/s)				
	NOx	NO	NO ₂	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	2.50E-02	2.32E-02	1.84E-03	6.01E-05	5.57E-05
0600 - 0700	1.69E-02	1.56E-02	1.24E-03	9.44E-05	8.76E-05
0700 - 0800	8.34E-03	7.73E-03	6.13E-04	2.06E-04	1.91E-04
0800 - 0900	4.51E-03	4.18E-03	3.31E-04	1.12E-04	1.04E-04
0900 - 1000	3.19E-03	2.96E-03	2.35E-04	7.72E-05	7.17E-05
1000 - 1100	3.18E-03	2.95E-03	2.34E-04	7.72E-05	7.17E-05
1100 - 1200	3.24E-03	3.01E-03	2.39E-04	7.72E-05	7.17E-05
1200 - 1300	3.18E-03	2.95E-03	2.34E-04	7.72E-05	7.17E-05
1300 - 1400	3.16E-03	2.92E-03	2.32E-04	7.72E-05	7.17E-05
1400 - 1500	3.26E-03	3.02E-03	2.40E-04	7.72E-05	7.17E-05
1500 - 1600	3.14E-03	2.91E-03	2.31E-04	7.72E-05	7.17E-05
1600 - 1700	3.12E-03	2.89E-03	2.29E-04	7.72E-05	7.17E-05
1700 - 1800	4.54E-03	4.21E-03	3.34E-04	1.12E-04	1.04E-04
1800 - 1900	4.67E-03	4.33E-03	3.44E-04	1.12E-04	1.04E-04
1900 - 2000	3.15E-03	2.92E-03	2.31E-04	7.72E-05	7.17E-05
2000 - 2100	2.86E-03	2.65E-03	2.11E-04	6.86E-05	6.37E-05
2100 - 2200	2.89E-03	2.68E-03	2.13E-04	6.86E-05	6.37E-05
2200 - 2300	2.84E-03	2.63E-03	2.09E-04	6.86E-05	6.37E-05
2300 - 2400	2.11E-03	1.96E-03	1.56E-04	5.15E-05	4.78E-05
max:	2.32E-02	1.84E-03	2.06E-04	1.91E-04	

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
0.0000	0.0000	0.0000	0.0000
0.0000	0.0000	0.0000	0.0000
0.6758	0.6766	0.4583	0.4583
0.3339	0.3334	1.0000	1.0000
0.1806	0.1802	0.5417	0.5417
0.1278	0.1279	0.3750	0.3750
0.1273	0.1273	0.3750	0.3750
0.1298	0.1302	0.3750	0.3750
0.1273	0.1274	0.3750	0.3750
0.1263	0.1262	0.3750	0.3750
0.1302	0.1307	0.3750	0.3750
0.1255	0.1254	0.3750	0.3750
0.1248	0.1245	0.3750	0.3750
0.1818	0.1817	0.5417	0.5417
0.1869	0.1873	0.5417	0.5417
0.1260	0.1259	0.3750	0.3750
0.1145	0.1147	0.3333	0.3333
0.1156	0.1160	0.3333	0.3333
0.1136	0.1137	0.3333	0.3333
0.0846	0.0846	0.2500	0.2500

Fu Tai Estate Bus Terminus - Franchised Bus

Hour	Emission within bus terminus				
	Total Emission Rate (g/s)				
	NOx	NO	NO ₂	RSP	FSP
0000 - 0100	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	7.43E-04	6.89E-04	5.47E-05	2.11E-05	1.95E-05
0200 - 0300	1.50E-03	1.39E-03	1.10E-04	4.22E-05	3.89E-05
0300 - 0400	7.71E-03	7.14E-03	5.65E-04	4.22E-05	3.89E-05
0400 - 0500	9.21E-03	8.53E-03	6.76E-04	8.43E-05	7.79E-05
0500 - 0600	1.19E-02	1.11E-02	8.79E-04	6.33E-05	5.84E-05
0600 - 0700	1.21E-02	1.12E-02	8.90E-04	6.33E-05	5.84E-05
0700 - 0800	2.91E-02	2.69E-02	2.15E-03	1.69E-04	1.56E-04
0800 - 0900	2.20E-03	2.04E-03	1.62E-04	6.33E-05	5.84E-05
0900 - 1000	1.46E-03	1.35E-03	1.07E-04	4.22E-05	3.89E-05
1000 - 1100	1.45E-03	1.34E-03	1.06E-04	4.22E-05	3.89E-05
1100 - 1200	1.48E-03	1.37E-03	1.08E-04	4.22E-05	3.89E-05
1200 - 1300	1.48E-03	1.37E-03	1.08E-04	4.22E-05	3.89E-05
1300 - 1400	1.46E-03	1.35E-03	1.07E-04	4.22E-05	3.89E-05
1400 - 1500	1.48E-03	1.38E-03	1.09E-04	4.22E-05	3.89E-05
1500 - 1600	1.44E-03	1.34E-03	1.06E-04	4.22E-05	3.89E-05
1600 - 1700	1.46E-03	1.35E-03	1.07E-04	4.22E-05	3.89E-05
1700 - 1800	1.46E-03	1.35E-03	1.07E-04	4.22E-05	3.89E-05
1800 - 1900	4.40E-03	4.08E-03	3.24E-04	1.27E-04	1.17E-04
1900 - 2000	2.92E-03	2.70E-03	2.14E-04	8.43E-05	7.79E-05
2000 - 2100	1.48E-03	1.37E-03	1.08E-04	4.22E-05	3.89E-05
2100 - 2200	1.49E-03	1.38E-03	1.09E-04	4.22E-05	3.89E-05
2200 - 2300	1.48E-03	1.37E-03	1.08E-04	4.22E-05	3.89E-05
2300 - 2400	1.50E-03	1.39E-03	1.11E-04	4.22E-05	3.89E-05
max:	2.69E-02	2.15E-03	1.69E-04	1.56E-04	

Hourly Profile			
NO	NO ₂	RSP	FSP
0.0000	0.0000	0.0000	0.0000
0.0256	0.0255	0.1250	0.1250
0.0514	0.0513	0.2500	0.2500
0.2650	0.2634	0.2500	0.2500
0.3167	0.3150	0.5000	0.5000
0.4104	0.4096	0.3750	0.3750
0.4148	0.4145	0.3750	0.3750
1.0000	1.0000	1.0000	1.0000
0.0757	0.0753	0.3750	0.3750
0.0502	0.0499	0.2500	0.2500
0.0499	0.0495	0.2500	0.2500
0.0507	0.0505	0.2500	0.2500
0.0507	0.0505	0.2500	0.2500
0.0502	0.0499	0.2500	0.2500
0.0510	0.0509	0.2500	0.2500
0.0497	0.0493	0.2500	0.2500
0.0502	0.0499	0.2500	0.2500
0.1514	0.1507	0.7500	0.7500
0.1003	0.0998	0.5000	0.5000
0.0507	0.0505	0.2500	0.2500
0.0511	0.0509	0.2500	0.2500
0.0507	0.0505	0.2500	0.2500
0.0517	0.0516	0.2500	0.2500

Fu Tai Estate Bus Terminus - Public Light Bus

Hour	Emission within bus terminus				
	Total Emission Rate (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	2.32E-03	2.19E-03	1.45E-04	1.31E-05	1.13E-05
0600 - 0700	1.09E-03	9.70E-04	1.21E-04	1.99E-05	1.85E-05
0700 - 0800	2.77E-03	2.55E-03	2.22E-04	3.64E-05	3.38E-05
0800 - 0900	2.77E-03	2.55E-03	2.22E-04	3.64E-05	3.38E-05
0900 - 1000	2.77E-03	2.55E-03	2.22E-04	3.64E-05	3.38E-05
1000 - 1100	2.04E-03	1.89E-03	1.51E-04	2.43E-05	2.26E-05
1100 - 1200	3.13E-03	3.00E-03	1.33E-04	2.08E-05	1.94E-05
1200 - 1300	3.13E-03	3.00E-03	1.33E-04	2.08E-05	1.94E-05
1300 - 1400	2.04E-03	1.89E-03	1.51E-04	2.43E-05	2.26E-05
1400 - 1500	2.77E-03	2.55E-03	2.22E-04	3.64E-05	3.38E-05
1500 - 1600	2.77E-03	2.55E-03	2.22E-04	3.64E-05	3.38E-05
1600 - 1700	2.77E-03	2.55E-03	2.22E-04	3.64E-05	3.38E-05
1700 - 1800	2.77E-03	2.55E-03	2.22E-04	3.64E-05	3.38E-05
1800 - 1900	2.77E-03	2.55E-03	2.22E-04	3.64E-05	3.38E-05
1900 - 2000	2.77E-03	2.55E-03	2.22E-04	3.64E-05	3.38E-05
2000 - 2100	2.77E-03	2.55E-03	2.22E-04	3.64E-05	3.38E-05
2100 - 2200	2.77E-03	2.55E-03	2.22E-04	3.64E-05	3.38E-05
2200 - 2300	3.13E-03	3.00E-03	1.33E-04	2.08E-05	1.94E-05
2300 - 2400	2.55E-03	2.40E-03	1.57E-04	2.43E-05	2.26E-05
max:	3.00E-03	2.22E-04	3.64E-05	3.38E-05	

Hourly Profile			
NO	NO _x	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
0.7772	0.6535	0.3333	0.3333
0.3239	0.5455	0.5474	0.5468
0.8502	1.0000	1.0000	1.0000
0.8502	1.0000	1.0000	1.0000
0.8502	1.0000	1.0000	1.0000
0.6294	0.6789	0.6667	0.6667
1.0000	0.5986	0.5719	0.5731
1.0000	0.5986	0.5719	0.5731
0.6294	0.6789	0.6667	0.6667
0.8502	1.0000	1.0000	1.0000
0.8502	1.0000	1.0000	1.0000
0.8502	1.0000	1.0000	1.0000
0.8502	1.0000	1.0000	1.0000
0.8502	1.0000	1.0000	1.0000
0.8502	1.0000	1.0000	1.0000
0.8502	1.0000	1.0000	1.0000
0.8502	1.0000	1.0000	1.0000
1.0000	0.5986	0.5719	0.5731
0.8004	0.7045	0.6667	0.6667

Fu Tai Estate Bus Terminus - Non-Franchised Bus

Hour	Emission within bus terminus				
	Total Emission Rate (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	5.79E-04	3.88E-04	1.91E-04	1.37E-05	1.26E-05
0600 - 0700	1.16E-03	7.76E-04	3.82E-04	2.74E-05	2.53E-05
0700 - 0800	2.60E-03	1.74E-03	8.57E-04	6.17E-05	5.69E-05
0800 - 0900	2.31E-03	1.55E-03	7.61E-04	5.49E-05	5.06E-05
0900 - 1000	2.31E-03	1.55E-03	7.62E-04	5.49E-05	5.06E-05
1000 - 1100	2.02E-03	1.35E-03	6.67E-04	4.80E-05	4.43E-05
1100 - 1200	1.16E-03	7.76E-04	3.82E-04	2.74E-05	2.53E-05
1200 - 1300	1.16E-03	7.76E-04	3.82E-04	2.74E-05	2.53E-05
1300 - 1400	1.16E-03	7.76E-04	3.82E-04	2.74E-05	2.53E-05
1400 - 1500	1.16E-03	7.76E-04	3.82E-04	2.74E-05	2.53E-05
1500 - 1600	1.16E-03	7.76E-04	3.82E-04	2.74E-05	2.53E-05
1600 - 1700	1.73E-03	1.16E-03	5.72E-04	4.12E-05	3.79E-05
1700 - 1800	1.73E-03	1.16E-03	5.71E-04	4.12E-05	3.79E-05
1800 - 1900	2.02E-03	1.35E-03	6.66E-04	4.80E-05	4.43E-05
1900 - 2000	2.02E-03	1.35E-03	6.67E-04	4.80E-05	4.43E-05
2000 - 2100	2.02E-03	1.35E-03	6.66E-04	4.80E-05	4.43E-05
2100 - 2200	1.16E-03	7.76E-04	3.82E-04	2.74E-05	2.53E-05
2200 - 2300	5.79E-04	3.88E-04	1.91E-04	1.37E-05	1.26E-05
2300 - 2400	5.79E-04	3.88E-04	1.91E-04	1.37E-05	1.26E-05
max:	1.74E-03	8.57E-04	6.17E-05	5.69E-05	

Hourly Profile			
NO	NO _x	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
0.2230	0.2230	0.2222	0.2222
0.4460	0.4460	0.4444	0.4444
0.4460	0.4460	0.4444	0.4444
1.0000	1.0000	1.0000	1.0000
0.8883	0.8883	0.8889	0.8889
0.8893	0.8893	0.8889	0.8889
0.7780	0.7780	0.7778	0.7778
0.4460	0.4460	0.4444	0.4444
0.4460	0.4460	0.4444	0.4444
0.4460	0.4460	0.4444	0.4444
0.4460	0.4460	0.4444	0.4444
0.4460	0.4460	0.4444	0.4444
0.6674	0.6674	0.6667	0.6667
0.6663	0.6663	0.6667	0.6667
0.7770	0.7770	0.7778	0.7778
0.7780	0.7780	0.7778	0.7778
0.7770	0.7770	0.7778	0.7778
0.4460	0.4460	0.4444	0.4444
0.2230	0.2230	0.2222	0.2222
0.2230	0.2230	0.2222	0.2222

Appendix 5.6

Derivation of Emission Rates of Bus Terminus and Public Transport Interchanges

Fu Tai Estate Bus Terminus - Franchised Bus Terminus

Minimum Hourly Temperature and Relative Humidity for 1st Quarter

Temperature: 10 °C
Relative Humidity: 30 %

Start Emission

Nox	Single-Deck Franchised Bus (FBSO) Start Emission Factor (g/trip)																	
	NO	NO2	RSP	FSP	NO	NO2	RSP	FSP	NO	NO2	RSP	FSP	NO	NO2	RSP	FSP	NO	NO2
	1.6E-01	3.0E-01	4.0E-01	5.6E-01	6.9E-01	9.2E-01	1.4E+00	1.7E+00	2.5E+00	3.2E+00	3.6E+00	4.3E+00	4.7E+00	3.8E+00	3.9E+00	4.0E+00	4.1E+00	5.2E+00
	1.3E-01	2.4E-01	3.1E-01	4.5E-01	5.5E-01	7.3E-01	1.1E+00	1.3E+00	2.0E+00	2.6E+00	2.9E+00	3.4E+00	3.8E+00	3.9E+00	4.0E+00	4.1E+00	4.2E+00	4.2E+00
	3.4E-02	6.1E-02	8.1E-02	1.1E-01	1.4E-01	1.9E-01	2.8E-01	3.4E-01	5.1E-01	6.6E-01	7.4E-01	8.8E-01	9.6E-01	1.0E+00	1.0E+00	1.1E+00	1.1E+00	1.1E+00

Soaking 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																		
0100 - 0200																		
0200 - 0300																		
0300 - 0400																		
0400 - 0500																		
0500 - 0600																		
0600 - 0700																		
0700 - 0800																		
0800 - 0900																		
0900 - 1000																		
1000 - 1100																		
1100 - 1200																		
1200 - 1300																		
1300 - 1400																		
1400 - 1500																		
1500 - 1600																		
1600 - 1700																		
1700 - 1800																		
1800 - 1900																		
1900 - 2000																		
2000 - 2100																		
2100 - 2200																		
2200 - 2300																		
2300 - 2400																		
Daily Total																		0

Idling Emission - Terminating Buses

Idling Time for Terminating Buses	2	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	Freque	FBSO										FBDD									
		Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					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
		0	1.2E-02	9.4E-03	2.4E-03	6.9E-06	6.9E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	9.7E-02	9.0E-02	7.1E-03	2.7E-05	2.7E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00
		0	1.2E-02	9.4E-03	2.4E-03	6.9E-06	6.9E-06	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0	9.7E-02	9.0E-02	7.1E-03	2.7E-05	2.7E-05	0.0E+00	0.0E+00	0.0E+00	0.0E+00

Daily Total																					
0																					

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	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP	NOx	NO	NO2	RSP	FSP
	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
	3.9E-01	3.6E-01	2.8E-02	3.2E-03	3.2E-03	1.9E-01	1.8E-01	1.4E-02	1.6E-03	1.6E-03	1.2E-01	1.1E-01	9.9E-03	0.0E+00	0.0E+00	2.0E+00	1.8E+00	1.6E-01	0.0E+00	0.0E+00	5.5E-04	5.0E-04	4.6E-05	0.0E+00	0.0E+00
	2.3E+01	2.2E+01	1.7E+00	6.4E-03	6.4E-03	1.2E+01	1.1E+01	8.5E-01	3.2E-03	3.2E-03	1.2E-01	1.0E-01	1.6E-02	0.0E+00	0.0E+00	2.0E+00	1.7E+00	2.6E-01	0.0E+00	0.0E+00	5.5E-04	4.8E-04	7.3E-05	0.0E+00	0.0E+00

Nox	Double-Deck Franchised Bus (FBDD) Start Emission Factor (g/trip)																	
	NO	NO2	RSP	FSP	NO	NO2	RSP	FSP	NO	NO2	RSP	FSP	NO	NO2	RSP	FSP	NO	NO2
	6.7E-01	1.2E+00	1.6E+00	2.3E+00	2.8E+00	3.8E+00	5.5E+00	6.9E+00	1.0E+01	1.3E+01	1.5E+01	1.8E+01	1.9E+01	2.0E+01	2.1E+01	2.1E+01	2.2E+01	2.2E+01
	6.2E-01	1.1E+00	1.5E+00	2.1E+00	2.6E+00	3.5E+00	5.1E+00	6.3E+00	9.3E+00	1.2E+01	1.4E+01	1.6E+01	1.8E+01	1.9E+01	2.0E+01	2.0E+01	2.0E+01	2.0E+01
	5.5E-02	1.0E-01	1.3E-01	1.9E-01	2.3E-01	3.1E-01	4.5E-01	5.6E-01	8.3E-01	1.1E+00	1.2E+00	1.4E+00	1.6E+00	1.7E+00	1.7E+00	1.8E+00	1.8E+00	1.8E+00

Soaking 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																		
0100 - 0200																		
0200 - 0300																		
0300 - 0400																		
0400 - 0500																		
0500 - 0600																		
0600 - 0700																		
0700 - 0800																		
0800 - 0900																		
0900 - 1000																		
1000 - 1100																		
1100 - 1200																		
1200 - 1300																		
1300 - 1400																		
1400 - 1500																		
1500 - 1600																		
1600 - 1700																		
1700 - 1800																		
1800 - 1900																		
1900 - 2000																		
2000 - 2100																		
2100 - 2200																		
2200 - 2300																		
2300 - 2400																		
Daily Total																		62

Total Start Emission of FBSD & FBDD (g)

NOx	NO	NO2	RSP	FSP
0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00
2.3E+00	2.1E+00	1.9E-01	0.0E+00	0.0E+00
5.1E+00	4.7E+00	4.2E-01	0.0E+00	0.0E+00
1.4E+01	1.3E+01	1.1E+00	0.0E+00	0.0E+00
1.9E+01	1.8E+01	1.6E+00	0.0E+00	0.0E+00
4.4E+01	4.1E+01	3.7E+00	0.0E+00	0.0E+00
5.3E+01	4.8E+01	4.3E+00	0.0E+00	0.0E+00
1.4E+02	1.3E+02	1.1E+01	0.0E+00	0.0E+00
5.1E+00	4.7E+00	4.2E-01	0.0E+00	0.0E+00
2.8E+00	2.6E+00	2.3E-01	0.0E+00	0.0E+00
2.3E+00	2.1E+00	1.9E-01	0.0E+00	0.0E+00
3.9E+00	3.6E+00	3.2E-01	0.0E+00	0.0E+00
3.9E+00	3.6E+00	3.2E-01	0.0E+00	0.0E+00
2.8E+00	2.6E+00	2.3E-01	0.0E+00	0.0E+00
4.4E+00	4.1E+00	3.7E-01	0.0E+00	0.0E+00
1.9E+00	1.7E+00	1.6E-01	0.0E+00	0.0E+00
1.8E+00	1.6E+00	2.3E-01	0.0E+00	0.0E+00
2.8E+00	2.6E+00	2.3E-01	0.0E+00	0.0E+00
1.0E+01	9.4E+00	8.4E-01	0.0E+00	0.0E+00
5.7E+00	5.2E+00	4.7E-01	0.0E+00	0.0E+00
3.9E+00	3.6E+00	3.2E-01	0.0E+00	0.0E+00
4.6E+00	4.2E+00	3.8E-01	0.0E+00	0.0E+00
3.9E+00	3.6E+00	3.2E-01	0.0E+00	0.0E+00
5.7E+00	5.2E+00	4.7E-01	0.0E+00	0.0E+00

[illegible]

[illegible]

Minimum Hourly Temperature and Relative Humidity for 4th Quarter

Idling Emission - Terminating Buses		
Idling Time for Terminating Buses	2	min
Max. Idling Time for Adjusting Start Emission =	1	min

Average Distance from Starting Place to Egress =	40	m
Average Spread Distance outside bus terminus =	660	m

Fu Tai Estate Bus Terminus (Public Light Bus Terminus)

Minimum Hourly Temperature and Relative Humidity for 1st Quarter

Temperature: 10 °C
Relative Humidity: 30 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	3.9
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Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																			
NOx	6.15E-02	1.11E-01	1.48E-01	2.09E-01	2.58E-01	3.44E-01	5.04E-01	6.27E-01	9.22E-01	1.20E+00	1.35E+00	1.60E+00	1.76E+00	1.84E+00	1.89E+00	1.94E+00	1.97E+00	1.97E+00	
NO	4.43E-02	7.96E-02	1.06E-01	1.51E-01	1.86E-01	2.49E-01	3.63E-01	4.52E-01	6.64E-01	8.67E-01	9.74E-01	1.15E+00	1.27E+00	1.33E+00	1.36E+00	1.40E+00	1.42E+00	1.42E+00	
NO2	1.72E-02	3.10E-02	4.13E-02	5.85E-02	7.23E-02	9.64E-02	1.41E-01	1.76E-01	2.58E-01	3.37E-01	3.79E-01	4.48E-01	4.92E-01	5.16E-01	5.30E-01	5.44E-01	5.51E-01	5.51E-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	3	0	0	0	0	0	0	0
0600 - 0700		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400		0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Daily Total 140																	

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 2031 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	3	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	Frequency y	PLB (Diesel)										PLB (Diesel)										
		Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequency 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	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	5.48E-04	3.95E-04	1.53E-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	5.48E-04	3.95E-04	1.53E-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	5.48E-04	3.95E-04	1.53E-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	5.48E-04	3.95E-04	1.53E-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	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	
0500 - 0600	3	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	5.40E-01	3.89E-01	1.51E-01	3.90E-03	3.90E-03	0	5.48E-04	3.95E-04	1.53E-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	5	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03	
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02	
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02	
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02	
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	6	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	5.92E-01	4.26E-01	1.66E-01	7.80E-03	7.80E-03	
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	5	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03	
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	5	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03	
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	6	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	5.92E-01	4.26E-01	1.66E-01	7.80E-03	7.80E-03	
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02	
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02	
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02	
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02	
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02	
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02	
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		5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02	
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02	
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	5	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03	
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	6	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	5.92E-01	4.26E-01	1.66E-01	7.80E-03	7.80E-03	
Daily Total	3										137											

Fu Tai Estate Bus Terminus (Public Light Bus Terminus)

Minimum Hourly Temperature and Relative Humidity for 2nd Quarter

Temperature: 19 °C

Relative Humidity: 40 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	3.9
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Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																			
NOx	6.15E-02	1.11E-01	1.48E-01	2.09E-01	2.58E-01	3.44E-01	5.04E-01	6.27E-01	9.22E-01	1.20E+00	1.35E+00	1.60E+00	1.76E+00	1.84E+00	1.89E+00	1.94E+00	1.97E+00	1.97E+00	
NO	4.43E-02	7.96E-02	1.06E-01	1.51E-01	1.86E-01	2.49E-01	3.63E-01	4.52E-01	6.64E-01	8.67E-01	9.74E-01	1.15E+00	1.27E+00	1.33E+00	1.36E+00	1.40E+00	1.42E+00	1.42E+00	
NO2	1.72E-02	3.10E-02	4.13E-02	5.85E-02	7.23E-02	9.64E-02	1.41E-01	1.76E-01	2.58E-01	3.37E-01	3.79E-01	4.48E-01	4.92E-01	5.16E-01	5.30E-01	5.44E-01	5.51E-01	5.51E-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	720
0000 - 0100	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
0200 - 0300	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
0400 - 0500	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	3	0	0	0	0	0	0
0600 - 0700	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total																	140

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 2031 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	3	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	Frequency y	PLB (Diesel)										Frequency y	PLB (Diesel)									
		Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]						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	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	5.48E-04	3.95E-04	1.53E-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	5.48E-04	3.95E-04	1.53E-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	5.48E-04	3.95E-04	1.53E-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	5.48E-04	3.95E-04	1.53E-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	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	3	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	5.40E-01	3.89E-01	1.51E-01	3.90E-03	3.90E-03	0	5.48E-04	3.95E-04	1.53E-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	5	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	6	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	5.92E-01	4.26E-01	1.66E-01	7.80E-03	7.80E-03
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	5	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03
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	5	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03
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	6	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	5.92E-01	4.26E-01	1.66E-01	7.80E-03	7.80E-03
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	5	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03
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	6	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	5.92E-01	4.26E-01	1.66E-01	7.80E-03	7.80E-03
Daily Total	3											137										

Fu Tai Estate Bus Terminus (Public Light Bus Terminus)

Minimum Hourly Temperature and Relative Humidity for 3rd Quarter

Temperature: 21 °C

Relative Humidity: 23 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	3.9
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		Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																
NOx	6.15E-02	1.11E-01	1.48E-01	2.09E-01	2.58E-01	3.44E-01	5.04E-01	6.27E-01	9.22E-01	1.20E+00	1.35E+00	1.60E+00	1.76E+00	1.84E+00	1.89E+00	1.94E+00	1.97E+00	1.97E+00
NO	4.43E-02	7.96E-02	1.06E-01	1.51E-01	1.86E-01	2.49E-01	3.63E-01	4.52E-01	6.64E-01	8.67E-01	9.74E-01	1.15E+00	1.27E+00	1.33E+00	1.36E+00	1.40E+00	1.42E+00	1.42E+00
NO2	1.72E-02	3.10E-02	4.13E-02	5.85E-02	7.23E-02	9.64E-02	1.41E-01	1.76E-01	2.58E-01	3.37E-01	3.79E-01	4.48E-01	4.92E-01	5.16E-01	5.30E-01	5.44E-01	5.51E-01	5.51E-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	3	0	0	0	0	0	0	0
0600 - 0700		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400		3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400		0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total		140																	

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 2031 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	3	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	Frequency y	PLB (Diesel)										PLB (Diesel)										
		Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					Frequency 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	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	5.48E-04	3.95E-04	1.53E-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	5.48E-04	3.95E-04	1.53E-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	5.48E-04	3.95E-04	1.53E-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	5.48E-04	3.95E-04	1.53E-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	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	3	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	5.40E-01	3.89E-01	1.51E-01	3.90E-03	3.90E-03	0	5.48E-04	3.95E-04	1.53E-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	5	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	6	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	5.92E-01	4.26E-01	1.66E-01	7.80E-03	7.80E-03
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	5	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03
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	5	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03
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	6	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	5.92E-01	4.26E-01	1.66E-01	7.80E-03	7.80E-03
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	8.88E-01	6.40E-01	2.49E-01	1.17E-02	1.17E-02
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	5	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03
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	6	5.48E-04	3.95E-04	1.53E-04	7.22E-06	7.22E-06	5.92E-01	4.26E-01	1.66E-01	7.80E-03	7.80E-03
Daily Total	3											137										

Fu Tai Estate Bus Terminus (Public Light Bus Terminus)

Minimum Hourly Temperature and Relative Humidity for 4th Quarter

Temperature: 8 °C

Relative Humidity: 16 %

Start Emission

No. of PLB (Diesel) to No. of PLB (LPG) Ratio	3.9
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Public Light Buses (PLB) (Diesel) Start Emission Factor (g/trip)																			
NOx	6.15E-02	1.11E-01	1.48E-01	2.09E-01	2.58E-01	3.44E-01	5.04E-01	6.27E-01	9.22E-01	1.20E+00	1.35E+00	1.60E+00	1.76E+00	1.84E+00	1.89E+00	1.94E+00	1.97E+00	1.97E+00	
NO	4.43E-02	7.96E-02	1.06E-01	1.51E-01	1.86E-01	2.49E-01	3.63E-01	4.52E-01	6.64E-01	8.67E-01	9.74E-01	1.15E+00	1.27E+00	1.33E+00	1.36E+00	1.40E+00	1.42E+00	1.42E+00	
NO2	1.72E-02	3.10E-02	4.13E-02	5.85E-02	7.23E-02	9.64E-02	1.41E-01	1.76E-01	2.58E-01	3.37E-01	3.79E-01	4.48E-01	4.92E-01	5.16E-01	5.30E-01	5.44E-01	5.51E-01	5.51E-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	3	0	0	0	0	0	0	0
0600 - 0700	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 1000	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1200	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1300	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1500	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1600	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1900	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 2000	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2100	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2200	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2300	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total																		140

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 2031 data of EMFAC-HK.

Idling Emission - Terminating Public Light Buses

Idling Time for Terminating Public Light Buses [10]	3	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	Frequency y	PLB (Diesel)										Frequency y	PLB (Diesel)									
		Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]						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	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	5.48E-04	3.95E-04	1.54E-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	5.48E-04	3.95E-04	1.54E-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	5.48E-04	3.95E-04	1.54E-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	5.48E-04	3.95E-04	1.54E-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	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	3	1.00E-03	7.20E-04	2.80E-04	7.22E-06	7.22E-06	5.40E-01	3.89E-01	1.51E-01	3.90E-03	3.90E-03	0	5.48E-04	3.95E-04	1.54E-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	5	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03
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	9	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	8.88E-01	6.39E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	8.88E-01	6.39E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	8.88E-01	6.39E-01	2.49E-01	1.17E-02	1.17E-02
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	6	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	5.92E-01	4.26E-01	1.66E-01	7.80E-03	7.80E-03
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	5	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03
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	5	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03
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	6	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	5.92E-01	4.26E-01	1.66E-01	7.80E-03	7.80E-03
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	9	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	8.88E-01	6.39E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	8.88E-01	6.39E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	8.88E-01	6.39E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	8.88E-01	6.39E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	8.88E-01	6.39E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	8.88E-01	6.39E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	8.88E-01	6.39E-01	2.49E-01	1.17E-02	1.17E-02
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	9	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	8.88E-01	6.39E-01	2.49E-01	1.17E-02	1.17E-02
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	5	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	4.93E-01	3.55E-01	1.38E-01	6.50E-03	6.50E-03
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	6	5.48E-04	3.95E-04	1.54E-04	7.22E-06	7.22E-06	5.92E-01	4.26E-01	1.66E-01	7.80E-03	7.80E-03
Daily Total	3											137										

Fu Tai Estate Bus Terminus (Non-Franchised Bus Terminus)

Minimum Hourly Temperature and Relative Humidity for 1st Quarter

Temperature: 10 °C
Relative Humidity: 30 %

Start Emission

Non-franchised Bus >24t (NFB9) Start Emission Factor (g/trip)																		
NOx	1.24E-01	2.24E-01	2.99E-01	4.23E-01	5.22E-01	6.97E-01	1.02E+00	1.27E+00	1.87E+00	2.44E+00	2.74E+00	3.23E+00	3.56E+00	3.73E+00	3.83E+00	3.93E+00	3.98E+00	3.98E+00
NO	8.34E-02	1.50E-01	2.00E-01	2.83E-01	3.50E-01	4.67E-01	6.83E-01	8.50E-01	1.25E+00	1.63E+00	1.83E+00	2.17E+00	2.38E+00	2.50E+00	2.57E+00	2.63E+00	2.67E+00	2.67E+00
NO2	4.10E-02	7.39E-02	9.85E-02	1.40E-01	1.72E-01	2.30E-01	3.37E-01	4.19E-01	6.16E-01	8.05E-01	9.03E-01	1.07E+00	1.17E+00	1.23E+00	1.26E+00	1.30E+00	1.31E+00	1.31E+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 NFB9 [10]																		
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720	
0000 - 0100																			
0100 - 0200																			
0200 - 0300																			
0300 - 0400																			
0400 - 0500																			
0500 - 0600			1	1															
0600 - 0700			2	2															
0700 - 0800		4	3	2															
0800 - 0900		4	3	1															
0900 - 1000		3	3	2															
1000 - 1100		3	2	2															
1100 - 1200			2	2															
1200 - 1300			2	2															
1300 - 1400			2	2															
1400 - 1500			2	2															
1500 - 1600			2	2															
1600 - 1700		2	2	2															
1700 - 1800		3	2	1															
1800 - 1900		4	2	1															
1900 - 2000		3	2	2															
2000 - 2100		4	2	1															
2100 - 2200			2	2															
2200 - 2300			1	1															
2300 - 2400			1	1															

Total Start Emission of NFB9 (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
5.22E-01	3.50E-01	1.72E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.77E+00	1.18E+00	5.83E-01	0.00E+00	0.00E+00
1.47E+00	9.84E-01	4.84E-01	0.00E+00	0.00E+00
1.64E+00	1.10E+00	5.42E-01	0.00E+00	0.00E+00
1.42E+00	9.50E-01	4.68E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.29E+00	8.67E-01	4.27E-01	0.00E+00	0.00E+00
1.12E+00	7.50E-01	3.69E-01	0.00E+00	0.00E+00
1.24E+00	8.34E-01	4.10E-01	0.00E+00	0.00E+00
1.42E+00	9.50E-01	4.68E-01	0.00E+00	0.00E+00
1.24E+00	8.34E-01	4.10E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
5.22E-01	3.50E-01	1.72E-01	0.00E+00	0.00E+00
5.22E-01	3.50E-01	1.72E-01	0.00E+00	0.00E+00

Idling Emission - Terminating Buses

Idling Time for Terminating Buses =	2	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	Frequency y	NFB9										NFB9										
		Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					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	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	1.82E-01	1.22E-01	6.01E-02	1.04E-03	1.04E-03
0600 - 0700	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
0700 - 0800	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	9	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	8.19E-01	5.49E-01	2.70E-01	4.68E-03	4.68E-03
0800 - 0900	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	7.28E-01	4.88E-01	2.40E-01	4.16E-03	4.16E-03
0900 - 1000	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	7.28E-01	4.88E-01	2.40E-01	4.16E-03	4.16E-03
1000 - 1100	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
1100 - 1200	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1200 - 1300	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1300 - 1400	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1400 - 1500	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1500 - 1600	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1600 - 1700	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	5.46E-01	3.66E-01	1.80E-01	3.12E-03	3.12E-03
1700 - 1800	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	5.46E-01	3.66E-01	1.80E-01	3.12E-03	3.12E-03
1800 - 1900	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
1900 - 2000	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
2000 - 2100	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
2100 - 2200	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
2200 - 2300	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	1.82E-01	1.22E-01	6.01E-02	1.04E-03	1.04E-03
2300 - 2400	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	1.82E-01	1.22E-01	6.01E-02	1.04E-03	1.04E-03
Daily Total	0											99										

Fu Tai Estate Bus Terminus (Non-Franchised Bus Terminus)

Minimum Hourly Temperature and Relative Humidity for 2nd Quarter

Temperature: 19 °C
Relative Humidity: 40 %

Start Emission

Non-franchised Bus >24t (NFB9) Start Emission Factor (g/trip)																		
NOx	1.24E-01	2.24E-01	2.99E-01	4.23E-01	5.22E-01	6.97E-01	1.02E+00	1.27E+00	1.87E+00	2.44E+00	2.74E+00	3.23E+00	3.56E+00	3.73E+00	3.83E+00	3.93E+00	3.98E+00	3.98E+00
NO	8.34E-02	1.50E-01	2.00E-01	2.83E-01	3.50E-01	4.67E-01	6.83E-01	8.50E-01	1.25E+00	1.63E+00	1.83E+00	2.17E+00	2.38E+00	2.50E+00	2.57E+00	2.63E+00	2.67E+00	2.67E+00
NO2	4.10E-02	7.39E-02	9.85E-02	1.40E-01	1.72E-01	2.30E-01	3.37E-01	4.19E-01	6.16E-01	8.05E-01	9.03E-01	1.07E+00	1.17E+00	1.23E+00	1.26E+00	1.30E+00	1.31E+00	1.31E+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 NFB9 [10]																		
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720	
0000 - 0100																			
0100 - 0200																			
0200 - 0300																			
0300 - 0400																			
0400 - 0500																			
0500 - 0600			1	1															
0600 - 0700			2	2															
0700 - 0800		4	3	2															
0800 - 0900		4	3	1															
0900 - 1000		3	3	2															
1000 - 1100		3	2	2															
1100 - 1200			2	2															
1200 - 1300			2	2															
1300 - 1400			2	2															
1400 - 1500			2	2															
1500 - 1600			2	2															
1600 - 1700		2	2	2															
1700 - 1800		3	2	1															
1800 - 1900		4	2	1															
1900 - 2000		3	2	2															
2000 - 2100		4	2	1															
2100 - 2200			2	2															
2200 - 2300			1	1															
2300 - 2400			1	1															

Total Start Emission of NFB9 (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
5.22E-01	3.50E-01	1.72E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.77E+00	1.18E+00	5.83E-01	0.00E+00	0.00E+00
1.47E+00	9.84E-01	4.84E-01	0.00E+00	0.00E+00
1.64E+00	1.10E+00	5.42E-01	0.00E+00	0.00E+00
1.42E+00	9.50E-01	4.68E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.29E+00	8.67E-01	4.27E-01	0.00E+00	0.00E+00
1.12E+00	7.50E-01	3.69E-01	0.00E+00	0.00E+00
1.24E+00	8.34E-01	4.10E-01	0.00E+00	0.00E+00
1.42E+00	9.50E-01	4.68E-01	0.00E+00	0.00E+00
1.24E+00	8.34E-01	4.10E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
5.22E-01	3.50E-01	1.72E-01	0.00E+00	0.00E+00
5.22E-01	3.50E-01	1.72E-01	0.00E+00	0.00E+00

Idling Emission - Terminating Buses

Idling Time for Terminating Buses =	2	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	Frequency	NFB9										NFB9										
		Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					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	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	1.82E-01	1.22E-01	6.01E-02	1.04E-03	1.04E-03
0600 - 0700	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
0700 - 0800	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	9	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	8.19E-01	5.49E-01	2.70E-01	4.68E-03	4.68E-03
0800 - 0900	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	7.28E-01	4.88E-01	2.40E-01	4.16E-03	4.16E-03
0900 - 1000	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	7.28E-01	4.88E-01	2.40E-01	4.16E-03	4.16E-03
1000 - 1100	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
1100 - 1200	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1200 - 1300	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1300 - 1400	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1400 - 1500	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1500 - 1600	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1600 - 1700	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	5.46E-01	3.66E-01	1.80E-01	3.12E-03	3.12E-03
1700 - 1800	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	5.46E-01	3.66E-01	1.80E-01	3.12E-03	3.12E-03
1800 - 1900	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
1900 - 2000	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
2000 - 2100	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
2100 - 2200	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
2200 - 2300	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	1.82E-01	1.22E-01	6.01E-02	1.04E-03	1.04E-03
2300 - 2400	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	1.82E-01	1.22E-01	6.01E-02	1.04E-03	1.04E-03
Daily Total	0											99										

Fu Tai Estate Bus Terminus (Non-Franchised Bus Terminus)

Minimum Hourly Temperature and Relative Humidity for 3rd Quarter

Temperature: 21 °C
Relative Humidity: 23 %

Start Emission

	Non-franchised Bus >24t (NFB9) Start Emission Factor (g/trip)																	
NOx	1.24E-01	2.24E-01	2.99E-01	4.23E-01	5.22E-01	6.97E-01	1.02E+00	1.27E+00	1.87E+00	2.44E+00	2.74E+00	3.23E+00	3.56E+00	3.73E+00	3.83E+00	3.93E+00	3.98E+00	3.98E+00
NO	8.34E-02	1.50E-01	2.00E-01	2.83E-01	3.50E-01	4.67E-01	6.83E-01	8.50E-01	1.25E+00	1.63E+00	1.83E+00	2.17E+00	2.38E+00	2.50E+00	2.57E+00	2.63E+00	2.67E+00	2.67E+00
NO2	4.10E-02	7.39E-02	9.85E-02	1.40E-01	1.72E-01	2.30E-01	3.37E-01	4.19E-01	6.16E-01	8.05E-01	9.03E-01	1.07E+00	1.17E+00	1.23E+00	1.26E+00	1.30E+00	1.31E+00	1.31E+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 NFB9 [10]																		
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720	
0000 - 0100																			
0100 - 0200																			
0200 - 0300																			
0300 - 0400																			
0400 - 0500																			
0500 - 0600			1	1															
0600 - 0700			2	2															
0700 - 0800		4	3	2															
0800 - 0900		4	3	1															
0900 - 1000		3	3	2															
1000 - 1100		3	2	2															
1100 - 1200			2	2															
1200 - 1300			2	2															
1300 - 1400			2	2															
1400 - 1500			2	2															
1500 - 1600			2	2															
1600 - 1700		2	2	2															
1700 - 1800		3	2	1															
1800 - 1900		4	2	1															
1900 - 2000		3	2	2															
2000 - 2100		4	2	1															
2100 - 2200			2	2															
2200 - 2300			1	1															
2300 - 2400			1	1															

Total Start Emission of NFB9 (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
5.22E-01	3.50E-01	1.72E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.77E+00	1.18E+00	5.83E-01	0.00E+00	0.00E+00
1.47E+00	9.84E-01	4.84E-01	0.00E+00	0.00E+00
1.64E+00	1.10E+00	5.42E-01	0.00E+00	0.00E+00
1.42E+00	9.50E-01	4.68E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.29E+00	8.67E-01	4.27E-01	0.00E+00	0.00E+00
1.12E+00	7.50E-01	3.69E-01	0.00E+00	0.00E+00
1.24E+00	8.34E-01	4.10E-01	0.00E+00	0.00E+00
1.42E+00	9.50E-01	4.68E-01	0.00E+00	0.00E+00
1.24E+00	8.34E-01	4.10E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
5.22E-01	3.50E-01	1.72E-01	0.00E+00	0.00E+00
5.22E-01	3.50E-01	1.72E-01	0.00E+00	0.00E+00

Idling Emission - Terminating Buses

Idling Time for Terminating Buses =	2	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	Frequency y	NFB9										NFB9										
		Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]					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	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	1.82E-01	1.22E-01	6.01E-02	1.04E-03	1.04E-03
0600 - 0700	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
0700 - 0800	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	9	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	8.19E-01	5.49E-01	2.70E-01	4.68E-03	4.68E-03
0800 - 0900	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	7.28E-01	4.88E-01	2.40E-01	4.16E-03	4.16E-03
0900 - 1000	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	7.28E-01	4.88E-01	2.40E-01	4.16E-03	4.16E-03
1000 - 1100	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
1100 - 1200	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1200 - 1300	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1300 - 1400	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1400 - 1500	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1500 - 1600	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1600 - 1700	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	5.46E-01	3.66E-01	1.80E-01	3.12E-03	3.12E-03
1700 - 1800	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	5.46E-01	3.66E-01	1.80E-01	3.12E-03	3.12E-03
1800 - 1900	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
1900 - 2000	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
2000 - 2100	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
2100 - 2200	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
2200 - 2300	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	1.82E-01	1.22E-01	6.01E-02	1.04E-03	1.04E-03
2300 - 2400	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	1.82E-01	1.22E-01	6.01E-02	1.04E-03	1.04E-03
Daily Total	0											99										

Fu Tai Estate Bus Terminus (Non-Franchised Bus Terminus)

Minimum Hourly Temperature and Relative Humidity for 4th Quarter

Temperature: 8 °C
Relative Humidity: 16 %

Start Emission

Non-franchised Bus >24t (NFB9) Start Emission Factor (g/trip)																		
NOx	1.24E-01	2.24E-01	2.99E-01	4.23E-01	5.22E-01	6.97E-01	1.02E+00	1.27E+00	1.87E+00	2.44E+00	2.74E+00	3.23E+00	3.56E+00	3.73E+00	3.83E+00	3.93E+00	3.98E+00	3.98E+00
NO	8.34E-02	1.50E-01	2.00E-01	2.83E-01	3.50E-01	4.67E-01	6.83E-01	8.50E-01	1.25E+00	1.63E+00	1.83E+00	2.17E+00	2.38E+00	2.50E+00	2.57E+00	2.63E+00	2.67E+00	2.67E+00
NO2	4.10E-02	7.39E-02	9.85E-02	1.40E-01	1.72E-01	2.30E-01	3.37E-01	4.19E-01	6.16E-01	8.05E-01	9.03E-01	1.07E+00	1.17E+00	1.23E+00	1.26E+00	1.30E+00	1.31E+00	1.31E+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 NFB9 [10]																		
	5	10	20	30	40	50	60	120	180	240	300	360	420	480	540	600	660	720	
0000 - 0100																			
0100 - 0200																			
0200 - 0300																			
0300 - 0400																			
0400 - 0500																			
0500 - 0600			1	1															
0600 - 0700			2	2															
0700 - 0800		4	3	2															
0800 - 0900		4	3	1															
0900 - 1000		3	3	2															
1000 - 1100		3	2	2															
1100 - 1200			2	2															
1200 - 1300			2	2															
1300 - 1400			2	2															
1400 - 1500			2	2															
1500 - 1600			2	2															
1600 - 1700		2	2	2															
1700 - 1800		3	2	1															
1800 - 1900		4	2	1															
1900 - 2000		3	2	2															
2000 - 2100		4	2	1															
2100 - 2200			2	2															
2200 - 2300			1	1															
2300 - 2400			1	1															

Total Start Emission of NFB9 (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
5.22E-01	3.50E-01	1.72E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.77E+00	1.18E+00	5.83E-01	0.00E+00	0.00E+00
1.47E+00	9.84E-01	4.84E-01	0.00E+00	0.00E+00
1.64E+00	1.10E+00	5.42E-01	0.00E+00	0.00E+00
1.42E+00	9.50E-01	4.68E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
1.29E+00	8.67E-01	4.27E-01	0.00E+00	0.00E+00
1.12E+00	7.50E-01	3.69E-01	0.00E+00	0.00E+00
1.24E+00	8.34E-01	4.10E-01	0.00E+00	0.00E+00
1.42E+00	9.50E-01	4.68E-01	0.00E+00	0.00E+00
1.24E+00	8.34E-01	4.10E-01	0.00E+00	0.00E+00
1.04E+00	7.00E-01	3.45E-01	0.00E+00	0.00E+00
5.22E-01	3.50E-01	1.72E-01	0.00E+00	0.00E+00
5.22E-01	3.50E-01	1.72E-01	0.00E+00	0.00E+00

Idling Emission - Terminating Buses

Idling Time for Terminating Buses =	2	min
Max. Idling Time for Adjusting Start Emission =	1	min

Hour	Frequency y	NFB9										Frequency y	NFB9									
		Cold Idling Emission Factor (g/s)					Cold Idling Emission (g) [1]						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	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0100 - 0200	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0200 - 0300	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0300 - 0400	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0400 - 0500	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0500 - 0600	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	1.82E-01	1.22E-01	6.01E-02	1.04E-03	1.04E-03
0600 - 0700	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
0700 - 0800	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	9	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	8.19E-01	5.49E-01	2.70E-01	4.68E-03	4.68E-03
0800 - 0900	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	7.28E-01	4.88E-01	2.40E-01	4.16E-03	4.16E-03
0900 - 1000	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	8	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	7.28E-01	4.88E-01	2.40E-01	4.16E-03	4.16E-03
1000 - 1100	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
1100 - 1200	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1200 - 1300	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1300 - 1400	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1400 - 1500	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1500 - 1600	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
1600 - 1700	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	5.46E-01	3.66E-01	1.80E-01	3.12E-03	3.12E-03
1700 - 1800	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	6	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	5.46E-01	3.66E-01	1.80E-01	3.12E-03	3.12E-03
1800 - 1900	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
1900 - 2000	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
2000 - 2100	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	7	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	6.37E-01	4.27E-01	2.10E-01	3.64E-03	3.64E-03
2100 - 2200	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	4	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	3.64E-01	2.44E-01	1.20E-01	2.08E-03	2.08E-03
2200 - 2300	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	1.82E-01	1.22E-01	6.01E-02	1.04E-03	1.04E-03
2300 - 2400	0	7.70E-03	5.16E-03	2.54E-03	4.33E-06	4.33E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	2	7.58E-04	5.08E-04	2.50E-04	4.33E-06	4.33E-06	1.82E-01	1.22E-01	6.01E-02	1.04E-03	1.04E-03
Daily Total	0											99										

Appendix 5.7

Traffic Forecast for Air Quality Impact Assessment (Traffic Forecast for Years 2031, 2038 and 2046 provided in CD)

By Fax
2866 4332



本署檔案 Our Ref. : (00VFB) in 010-070-452-NR-TMDD-130
來函檔號 Your Ref. : J977.4/4
電話 Tel. : 2399 2426
圖文傳真 Fax : 2381 3799
電郵 Email : -

28 April 2026

Ho Wang SPB Limited
5/F, So Hong Commercial Building
41 - 47 Jervois Street, Sheung Wan
Hong Kong
(Attention: Mr Tinson LEUNG)

Dear Sir/Madam,

**Proposed Residential Development at Lot 531RP, 532DRP & 532RP in DD130
Lam Tei, Tuen Mun**

Technical Note for Traffic Forecast [Environmental Impact Assessment]

I refer to the above referenced letter regarding captioned.

Please note that Environmental Impact Assessment (Noise and Air) is not under our purview. We are not in a position to provide comments on the traffic figures tailor-made for the environmental assessment study. Notwithstanding the above, we have no objection in principle to the methodology of traffic forecast provided that the methodology is consistent with the TIA Report submitted in the project.

Yours faithfully,

(William MOK)
for Commissioner for Transport

BY POST & EMAIL (bfan@ramboll.com)

29 April 2026
Our reference: J977.4/5

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

Attention: Mr. Billy Fan (Principal Consultant)

Dear Mr. Fan,

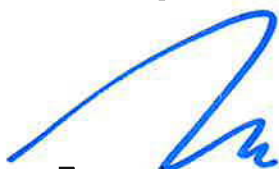
Proposed Residential Development at Lot 531RP, 532DRP & 532RP in DD130, Lam Tei, Tuen Mun
Traffic Forecast for Environmental Impact Assessment

We refer to our submission of Technical Note on Traffic Forecast for Environmental Impact Assessment to TD via letter dated 22 April 2026 (Our ref.: J977.4/4) and the endorsement from Transport Department via fax dated 28 April 2026 regarding to the captioned subject.

We write to confirm that Transport Department's endorsed methodology prepared by us has been strictly adopted in preparing the traffic forecast for the Environmental Impact Assessment Report (Noise & Air) prepared by Ramboll Hong Kong Limited.

Should you have any queries, please do not hesitate to contact the undersigned at [REDACTED] / [REDACTED].

Yours sincerely,
For and on behalf of
Ho Wang SPB Limited



Tommy Lam
Associate

JW/TL/TA/my

c.c.: Asia Standard - Ms. Zoe Lee (zoelee@asiastandard.com) - by Email only

Chairman (Hon)

黃良會
L H Wang
MA PhD FCILT
MPIA ISO-CARP

Executive Director

黃仲川
Ir Joseph C C Wong
BEng (Hons) CEng MSc
CMILT MHKIE

Deputy Executive Director

梁天成
Tinson T S Leung
BEng (Hons) MSc
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Director

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**Proposed Residential Development (Flat) with Shop and Services Uses
with Minor Relaxation of Plot Ratio and Building Height Restrictions
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and
adjoining Government Land**

(Planning Application No. A/TM-LTTY/502)

Further Information No. 4

Appendix VI

Replacement Pages of Traffic Impact Assessment

**Proposed Residential Development (Flat) with Shop and Services Uses
with Minor Relaxation of Plot Ratio and Building Height Restrictions
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and
adjoining Government Land**

(Planning Application No. A/TM-LTYT/502)

Further Information No. 4

Appendix VI

Replacement Pages of the Supporting Planning Statement

2.6 Statutory Planning Context

2.6.1 Majority of the Application Site falls within an area zoned “Commercial” (“C”) on the Draft Lam Tei and Yick Yuen OZP No. S/TM-LTYT/13 (“Draft OZP”) (**Figure 2.5** refers), while part of the Site falls within an area shown as Road on the Draft OZP and the Approved Tuen Mun Outline Zoning Plan No. S/TM/41. According to the Statutory Notes of the Draft OZP, planning intention of the “C” zone is as follows,

“This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre(s) serving the immediate neighbourhood.”

OZP	Zone	Area
S/TM-LTYT/13	Commercial	2,200.338 m ² (55.9%)
	Area zoned as Road	929.661 m ² (23.6%)
S/TM/41	Area zoned as Road	456.897 m ² (11.6%)
	Area zoned as River Channel	349.451 m ² (8.9%)
Total		3,936.347 m² (100%)

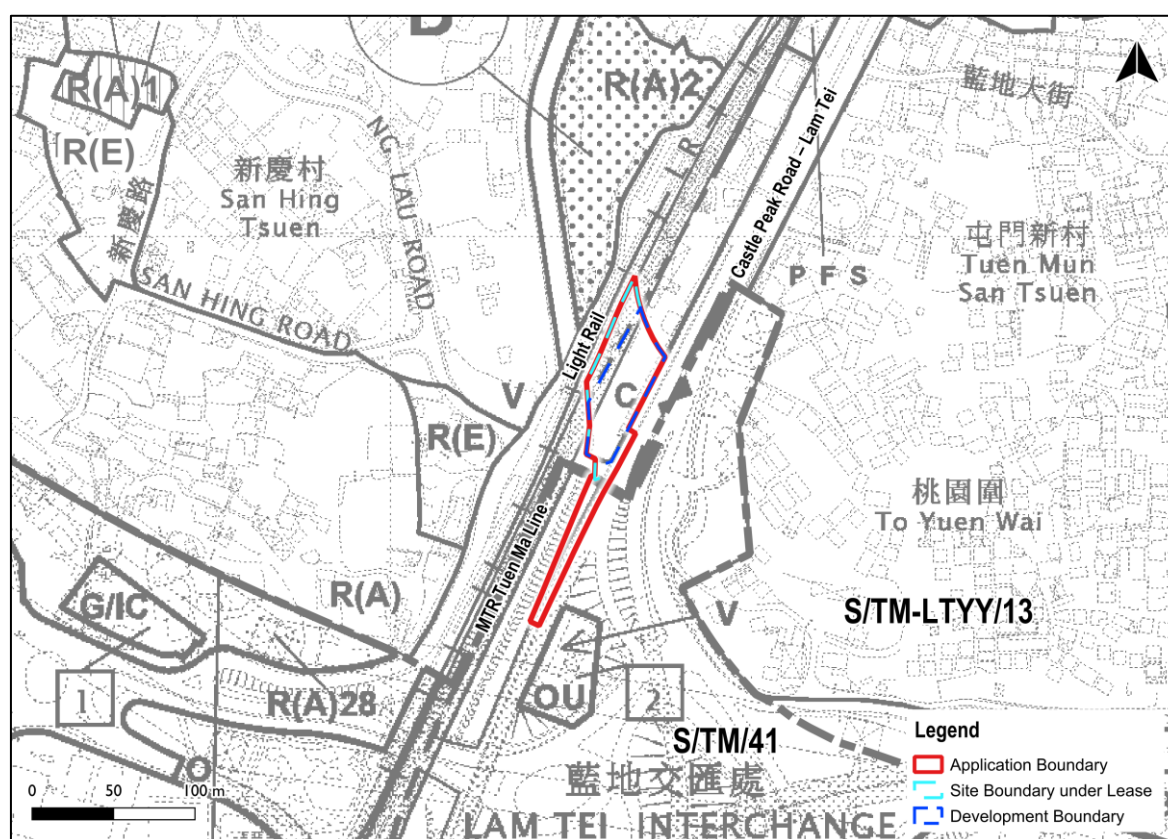


Figure 2.5 Zoning Context Plan

2.6.2 A large portion of the Application Site, which is zoned “C”, is subject to a maximum Plot Ratio of 3.6 and a maximum Building Height of 36m (12 storeys including car park). Based on the individual merits of a development or redevelopment proposal,