2021年 7月 1 5日
此文件在_____收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

APPENDIX I

This document is received on 15 JUL 2021.
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Form No. S16-I
表格第 S16-I 號

APPLICATION FOR PERMISSION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP.131)

根據《城市規劃條例》(第131章)第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

(i) Construction of "New Territories Exempted House(s)";
興建「新界豁免管制屋宇」;

(ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas; and
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及

(iii) Renewal of permission for temporary use or development in rural areas
位於鄉郊地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：https://www.info.gov.hk/tpb/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

\# "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a「✔」at the appropriate box 請在適當的方格內上加上「✔」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-TKO/681
	Date Received 收到日期	15 JUL 2021

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件（倘有），送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.info.gov.hk/tpb/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/)，亦可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000)(香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

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1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

Doran (Hong Kong) Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

AECOM Asia Company Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lot 153 (Part) in D.D.77, Ping Che, New Territories 新界坪輋丈量約份第 77 約地段第 153 號(部分)
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑ Site area 地盤面積 7,044 sq.m 平方米 ☑ About 約 ☑ Gross floor area 總樓面面積 2,414 sq.m 平方米 ☑ About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	N/A 不適用 sq.m 平方米 ☐ About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 坪輋及打鼓嶺分區計劃大綱核准圖編號 S/NE-TKL/14
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Industrial (Group D)" 「工業(丁類)」
(f)	Current use(s) 現時用途	Industrial 工業 (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

☑ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#& (請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"# & (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#& (請夾附業權證明文件)。

☐ is not a "current land owner"#.
並不是「現行土地擁有人」#。

☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上（請繼續填寫第 6 部分）。

5. Statement on Owner's Consent/Notification 就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s)"#.
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」#。

(b) The applicant 申請人 –

☐ has obtained consent(s) of ..... "current land owner(s)"#.
已取得 ..... 名「現行土地擁有人」#的同意。

Details of consent of "current land owner(s)"# obtained 取得「現行土地擁有人」#同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼／處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has notified ..... "current land owner(s)"#
已通知 ..... 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)#&
於_____(日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

☐ published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____(日/月/年)在指定報章就申請刊登一次通知&

☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)&
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)&
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

☐ Type (i) 第(i)類 — Change of use within existing building or part thereof 更改現有建築物或其部分內的用途

☐ Type (ii) 第(ii)類 — Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程

☐ Type (iii) 第(iii)類 — Public utility installation / Utility installation for private project 公用事業設施裝置/私人發展計劃的公用設施裝置

☐ Type (iv) 第(iv)類 — Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制

☑ Type (v) 第(v)類 — Use / development other than (i) to (iii) above 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one「✓」.
註 1： 可在多於一個方格內加上「✓」號
Note 2: For Development involving columbarium use, please complete the table in the Appendix.
註 2： 如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 ..... sq.m 平方米 ☐About 約		
	Non-domestic part 非住用部分..... sq.m 平方米 ☐About 約		
	Total 總計 ..... sq.m 平方米 ☐About 約		

(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用)
(Please use separate sheets if the space provided is insufficient)
(如所提供的空間不足，請另頁說明)

Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請

(a) Operation involved 涉及工程	☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ..... m 米 ☐About 約 (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍))
(b) Intended use/development 有意進行的用途／發展	

(iii) For Type (iii) application 供第(iii)類申請

(a) Nature and scale 性質及規模	☐ Public utility installation 公用事業設施裝置 ☐ Utility installation for private project 私人發展計劃的公用設施裝置 Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量，包括每座建築物/構築物(倘有)的長度、高度和闊度

Name/type of installation 裝置名稱／種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置／建築物／構築物的尺寸 (米) (長 x 闊 x 高)

(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)

(iv) For Type (iv) application 供第(iv)類申請

(a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制**並填妥於第(v)部分的擬議用途/發展及發展細節** –

☐ Plot ratio restriction 地積比率限制	From 由 ..... to 至 .....
☐ Gross floor area restriction 總樓面面積限制	From 由 .....sq. m 平方米 to 至 .....sq. m 平方米
☐ Site coverage restriction 上蓋面積限制	From 由 .....% to 至 ..... %
☐ Building height restriction 建築物高度限制	From 由 .....m 米 to 至 ..... m 米 From 由 ..... mPD 米 (主水平基準上) to 至 .....mPD 米 (主水平基準上) From 由 ..... storeys 層 to 至 ..... storeys 層
☐ Non-building area restriction 非建築用地限制	From 由 .....m to 至 ..... m
☐ Others (please specify) 其他（請註明）	.....

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	Temporary Concrete Batching Plant for a Period of 5 Years 臨時混凝土配料廠 (為期五年) (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	2,414 sq.m 平方米	☑About 約
Proposed plot ratio 擬議地積比率	0.34	☑About 約
Proposed site coverage 擬議上蓋面積	34 %	☑About 約
Proposed no. of blocks 擬議座數	N/A 不適用	
Proposed no. of storeys of each block 每座建築物的擬議層數	N/A 不適用 storeys 層 ☐ include 包括.....storeys of basements 層地庫 ☐ exclude 不包括.....storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	..... mPD 米(主水平基準上)	☐About 約
	Not more than 13 m 米	☐About 約

☐ Domestic part 住用部分

GFA 總樓面面積 ..... sq. m 平方米 ☐About 約

number of Units 單位數目 .....

average unit size 單位平均面積 .....sq. m 平方米 ☐About 約

estimated number of residents 估計住客數目 .....

☑ Non-domestic part 非住用部分

GFA 總樓面面積

☐ eating place 食肆 ..... sq. m 平方米 ☐About 約

☐ hotel 酒店 ..... sq. m 平方米 ☐About 約

(please specify the number of rooms 請註明房間數目) .....

☐ office 辦公室 ..... sq. m 平方米 ☐About 約

☐ shop and services 商店及服務行業 ..... sq. m 平方米 ☐About 約

☐ Government, institution or community facilities 政府、機構或社區設施

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....

.....

.....

☑ other(s) 其他

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

Temporary Concrete Batching Plant and Ancillary Facilities (GFA of about 2,414 sq.m.)

☐ Open space 休憩用地

(please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

☐ public open space 公眾休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

(d) Proposed use(s) of uncovered area (if any) 露天地方（倘有）的擬議用途

.....

Emergency vehicular access (EVA) and parking spaces 緊急車輛通道及停車位

.....

.....

.....

7. Anticipated Completion Time of the Development Proposal
擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

Year 2022
2022年

8. Vehicular Access Arrangement of the Development Proposal
擬議發展計劃的行車通道安排

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Unnamed Access Road ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 3 Motorcycle Parking Spaces 電單車車位 ___ Light Goods Vehicle Parking Spaces 輕型貨車泊車位 ___ Medium Goods Vehicle Parking Spaces 中型貨車泊車位 ___ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 14 Others (Please Specify) 其他 (請列明) ___
	No 否	☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 ___ Coach Spaces 旅遊巴車位 ___ Light Goods Vehicle Spaces 輕型貨車車位 1 Medium Goods Vehicle Spaces 中型貨車車位 ___ Heavy Goods Vehicle Spaces 重型貨車車位 3 Others (Please Specify) 其他 (請列明) 1 Container Vehicle
	No 否	☐

9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.
如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☑ Please provide details 請提供詳情 Demolition of existing industrial use (factory)
	No 否	☐
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？		
On environment 對環境	Yes 會 ☐	No 不會 ☑
On traffic 對交通	Yes 會 ☐	No 不會 ☑
On water supply 對供水	Yes 會 ☐	No 不會 ☑
On drainage 對排水	Yes 會 ☐	No 不會 ☑
On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☐
_____		
_____		

Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible)
請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)

N/A 不適用

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please see the Planning Statement Report attached.

請參閱夾附的規劃報告書。

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署 ..... ☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

PEARL HUI ..... Executive Director, Urban Planning .....

Name in Block Letters 姓名（請以正楷填寫） — Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會 /
☐ RPP 註冊專業規劃師
Others 其他 .....

on behalf of 代表 AECOM Asia Company Limited .....

☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 29/06/2021 ..... (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料:

Ash interment capacity 骨灰安放容量@

Maximum number of sets of ashes that may be interred in the niches
在龕位內最多可安放骨灰的數量 _____

Maximum number of sets of ashes that may be interred other than in niches
在非龕位的範圍內最多可安放骨灰的數量 _____

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

Number of single niches (sold and occupied)
單人龕位數目 (已售並佔用) _____

Number of single niches (sold but unoccupied)
單人龕位數目 (已售但未佔用) _____

Number of single niches (residual for sale)
單人龕位數目 (待售) _____

Total number of double niches
雙人龕位總數 _____

Number of double niches (sold and fully occupied)
雙人龕位數目 (已售並全部佔用) _____

Number of double niches (sold and partially occupied)
雙人龕位數目 (已售並部分佔用) _____

Number of double niches (sold but unoccupied)
雙人龕位數目 (已售但未佔用) _____

Number of double niches (residual for sale)
雙人龕位數目 (待售) _____

Total no. of niches other than single or double niches (please specify type)
除單人及雙人龕位外的其他龕位總數 (請列明類別)

_____

Number. of niches (sold and fully occupied)
龕位數目 (已售並全部佔用) _____

Number of niches (sold and partially occupied)
龕位數目 (已售並部分佔用) _____

Number of niches (sold but unoccupied)
龕位數目 (已售但未佔用) _____

Number of niches (residual for sale)
龕位數目 (待售) _____

Proposed operating hours 擬議營運時間 _____

_____

@ Ash interment capacity in relation to a columbarium means –
就靈灰安置所而言，骨灰安放容量指：
- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目;
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lot 153 (Part) in D.D.77, Ping Che, New Territories 新界坪輋丈量約份第 77 約地段第 153 號(部分)
Site area 地盤面積	7,044 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Ping Che and Ta Ku Ling Outline Zoning Plan No. S/NE-TKL/14 坪輋及打鼓嶺分區計劃大綱核准圖編號 S/NE-TKL/14
Zoning 地帶	"Industrial (Group D)" 「工業(丁類)」
Applied use/ development 申請用途/發展	Temporary Concrete Batching Plant for a Period of 5 Years 臨時混凝土配料廠 (為期五年)

			sq.m 平方米	Plot Ratio 地積比率
(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	☑ About 約 2,414 sq.m. ☐ Not more than 不多於	☑About 約 0.34 ☐Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用	N/A 不適用	
		Non-domestic 非住用	N/A 不適用	
		Composite 綜合用途	N/A 不適用	

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A 不適用	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
	Non-domestic 非住用	13	m 米 ☑ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
	Composite 綜合用途	N/A 不適用	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv) Site coverage 上蓋面積	34 % ☑ About 約		
(v) No. of units 單位數目	N/A 不適用		
(vi) Open space 休憩用地	Private 私人	N/A 不適用	sq.m 平方米 ☐ Not less than 不少於
	Public 公眾	N/A 不適用	sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	17
	Private Car Parking Spaces 私家車車位	3
	Motorcycle Parking Spaces 電單車車位	
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	14
	Others (Please Specify) 其他（請列明）	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	5
	Taxi Spaces 的士車位	
	Coach Spaces 旅遊巴車位	
	Light Goods Vehicle Spaces 輕型貨車車位	1
	Medium Goods Vehicle Spaces 中型貨車位	
	Heavy Goods Vehicle Spaces 重型貨車車位	3
	Others (Please Specify) 其他（請列明） Container Vehicle	1

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☑
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☐
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☑
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☑
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☑
Water Supply Impact Assessment 供水影響評估		
Table of Responses to Departmental Comments 回應部門意見表		

Note: May insert more than one「✓」. 註：可在多於一個方格內加上「✓」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註： 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

AECOM

AECOM
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138 Shatin Rural Committee Road
Shatin, Hong Kong
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www.aecom.com

+852 3922 9000 tel
+852 3922 9797 fax

Our Ref.: 60617670/0180/21/2021000135D

29 June 2021

By Hand

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

Attn: Town Planning Board Secretariat

Dear Sir/Madam,

Submission of Section 16 Planning Application for Temporary Concrete Batching Plant at Lot 153 (Part) in D.D. 77 in Ping Che, New Territories for a Period of 5 Years

On behalf of Doran (Hong Kong) Limited, the Applicant, we hereby submit the captioned Section 16 Planning Application consisting the following items for your consideration:

1. 5 signed original copies of Application Form No. S16-I
2. 70 hard copies of Planning Statement Report with relevant plans, Traffic Impact Assessment Report, Environmental Assessment Report, Drainage Impact Assessment Report, and Water Supply Impact Assessment Report
3. Authorisation letter signed by the Applicant
4. Land ownership record issued by Land Registry
5. Land Register for Lot 159 RP in D.D.77
6. Land Register for Lot 158 RP in D.D.77
7. Notices to fulfil the 'reasonable steps' requirement for Lot No. 159 RP in D.D.77 as vehicle access
8. Particulars of applicant and authorised agent

Should you have any queries, please feel free to contact the undersigned at 3922 8078 or our Ms. Sandy Wu at 3922 8140.

Yours faithfully,
For and on behalf of
AECOM Asia Co. Ltd.

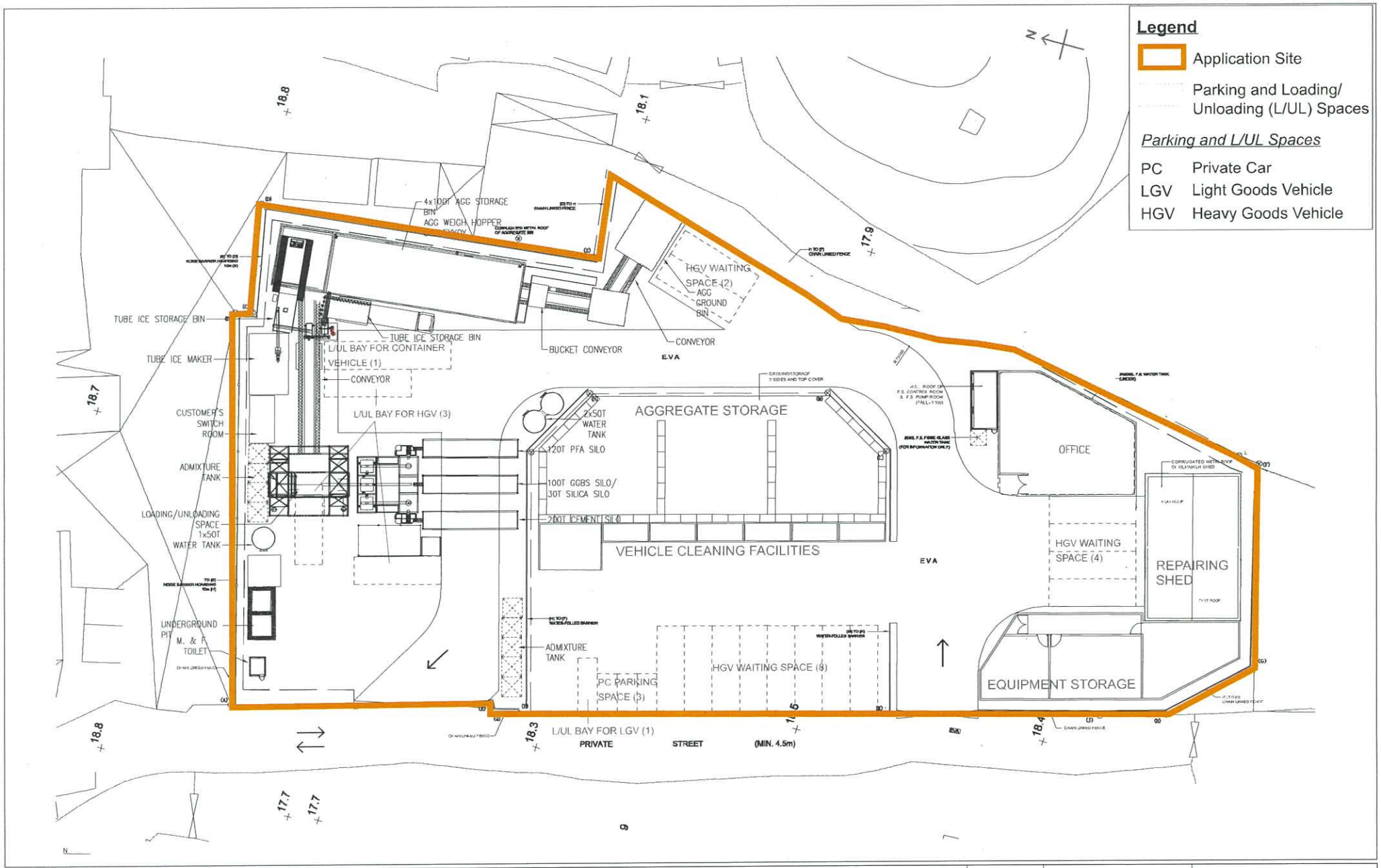
Pearl Hui
Executive Director, Urban Planning
Urbanism + Planning, Asia
Encl.

2021年 7月 15日

此文件在_____收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on 15 JUL 2021
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

c.c.
TP/N3, PlanD Ms. Michelle Chan (Fax: 2691 2806)



Project:	Title:			
Planning Application for a Temporary Concrete Batching Plant at Ping Che Lot 153 (Part) in D.D. 77 for a Period of 5 Years	Proposed Plant Layout Plan	N	Figure: 4.1 Date: Jun 2021 Scale: n/a	AECOM

AECOM

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APPENDIX Ib

Our Ref.: 60617670/0300/21/2021000211D

By Email and Hand

5 November 2021

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

Dear Sir/Madam,

Section 16 Planning Application for Temporary Concrete Batching Plant at Lot 153 (Part) in D.D. 77 in Ping Che, New Territories for a Period of 5 Years (Application No. A/NE-TKL/681)
Submission of First Further Information

Reference is made to the captioned Section 16 Planning Application submitted on 29 June 2021, and departmental comments from Drainage Services Department (DSD), Environmental Protection Department (EPD) and Transport Department (TD) received via emails dated 24 August 2021, 25 August 2021, 31 August 2021, 1 September 2021 and 10 September 2021 from the Sha Tin, Tai Po and North District Planning Office of Planning Department (PlanD), as well as public comments received during statutory public inspection period from 23 July 2021 to 13 August 2021.

On behalf of the Applicant, we hereby submit a table of responses to departmental and public comments (R-to-C table) (**Appendix A**) for your consideration. In response to TD's comments, the width of Ping Yuen Road and the adjacent access road is provided and indicated on **Figure 1** as enclosed.

In addressing various departmental comments, the following technical reports have been updated and appended to the R-to-C table for your consideration.

- **Appendix B** Revised Traffic Impact Assessment (TIA) Report
- **Appendix C** Revised Environmental Assessment (EA) Report
- **Appendix D** Revised Drainage Impact Assessment (DIA) Report

In view of prolong timeframe anticipated and required to acquire relevant approvals for implementation of the proposed development, the operation year is inevitably changed from 2022 to 2023 to reflect the situation. Should the application be approved, the Applicant shall obtain approval on General Building Plans from Buildings Department, apply to Lands Department for modification of Short Term Waiver, apply to Environmental Protection Department for license for Specified Process (Cement Works), and construct the proposed development. Please note that there is no change to proposed development scheme nor to the conclusion of the technical assessments. The relevant technical assessments have been updated accordingly. The technical results confirmed that no adverse traffic and environmental impacts will be envisaged.

Further to the request from PlanD, we hereby supplement the background information of the existing factory for consideration. The Application Site forms part of the area registered under Short Term Waiver No. 863 for the purpose of a factory for manufacturing concrete products. The following key points are highlighted for comparison between the existing factory and proposed development under the Application:

- Similar site area including the main plant and ancillary facilities for existing factory (about 7,600 sq.m.) and proposed development (about 7,000 sq.m.);
- Increased in site coverage from about 11% to 34% for provision of ancillary facilities to support the operation of the proposed development;
- Reduction in maximum design concrete production capacity from 120m^3/hr to 100m^3/hr owing to the Applicant's latest business plan;
- Increase in maximum silo capacity from 50 tonnes to 450 tonnes. An increased storage would ensure stable and timely supply of raw materials for concrete production; and
- The proposed development serves as an enhancement to operation through a better spatial arrangement and inclusion of environmentally friendly facilities. A cleaner, quieter, smoother and efficient operation will be ensured.

We sincerely hope that with the above information, it will better facilitate the Town Planning Board in favorably consider our proposed development. Should you have any queries, please feel free to contact our Ms. Sandy Wu at 3922 8140 or the undersigned at 3729.0429.

Yours faithfully,
For and on behalf of
AECOM Asia Company Ltd.

Pearl Hui
Executive Director, Urban Planning
Urbanism + Planning, Hong Kong

Encls.

Appendix A: R-to-C Table (70 copies)
- Figure 1: Existing Width of Ping Yuen Road and Access Road

Appendix B: Revised TIA Report (70 copies)
Appendix C: Revised EA Report (70 copies)
Appendix D: Revised DIA Report (70 copies)

c.c.
TP/N3, PlanD Attn: Ms. Michelle Chan (via Email)

APPENDIX A

Table of Responses to Departmental Comments

Section 16 Planning Application for Temporary Concrete Batching Plant within “Industrial (Group D)” Zone at Lot 153 (Part) in D.D. 77 in Ping Che for a Period of 5 Years (Application No. A/NE-TKL/681)

Further Information (2)

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	Department Comments	**Responses**
1.	Environmental Protection Department (EPD) Email dated 9 December 2021 from PlanD (responsible EPD officer: Miss Candice CHUNG, tel.: 2835 1114 (Env Protection Offr (Strategic Assessment)64))	
1.1	According to the environmental assessment report and application form, we understand that: (a) The existing concrete batching plant (CBP) will be demolished tentatively in 2023, after the new CBP commences operation; (b) The operation hours are between 7:00 am and 11 :00 pm every day; (c) The existing CBP has a total silo capacity of less than 50 tonnes, and the proposed CBP has a total silo capacity of less than 450 tonnes; and (d) The maximum hourly production rate at the proposed CBP is about 100m3/ hour.	Noted.
1.2	We cannot lend support to the subject application since there is insufficient information to demonstrate that no adverse environmental impact / nuisance arises from the proposed development on nearby sensitive receivers. Our preliminary comments are enclosed for your consideration. Our remaining comments on the air models would be provided in due course.	Please note that no adverse environmental impact/nuisance would be arising from the Proposed Development. Please refer to the responses to comments below and the revised EA Report for details.
1.3	In particular, the applicant should be reminded to document TD's agreement on the methodology for traffic forecast, and written confirmation from respective competent party (e.g. traffic consultant) that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast, so as to confirm the validity of the traffic data.	Noted. The letter from TD has been incorporated in Appendix P of revised EA Report.
	General	
1.4	RtC 2.4 - We understand that different assumptions have been adopted in various impact assessments regarding the internal traffic movement and off-site traffic. However, the assumptions adopted for the same category of traffic movement still seem inconsistent and should be clarified. Please review the submission and ensure consistent assumptions are adopted in different impact assessment chapters:- (i) Internal traffic movement i. Air Quality Impact Assessment - As shown in footnote [1] on D-6, D-13, D-18, D-20 and D-24, average hourly daytime traffic rate per hour of 56; ii. Fixed Noise Impact Assessment — As shown in your RtC, maximum of aggregate truck of 12 vehicle/ hour and concrete truck of 12 vehicle/ hour is assumed.	(i) The average hourly daytime traffic rate per hour of 56 is considered to be the worst case scenario. Para. 3.8.4 has been revised to *"…Based on the CBP operator's experience, approximately five minutes would be required to fully unload concrete to a concrete lorry mixer. Because all the trucks including aggregate trucks, concrete lorry mixers, etc., for the CBP will use the same access road, site entrance and site exit, it is not practicable for delivering raw materials when the CBP is under full production. Therefore, the predicted number of trips of 12 veh/hour in the Fixed Noise Impact Assessment is a reasonable and realistic figure, while the number of 56 veh/hour adopted in the air modelling is the worst-case scenario*." This revised para. can clarify the discrepancy in the impact assessments. (ii) i The 15 one-way trips per hour is also the worst-case scenario for TIA (by assuming there's

	(ii) <u>In/out of the site</u> i. Traffic Impact Assessment - As shown in your RtC, 15 one-way trips per hour is expected; ii. Water Quality Impact Assessment- According to S. 5.3.10 of the revised EA, 28 trips per hour is expected.	a variety of trucks and private car arriving the proposed concrete batching plant) which the actual number shall be 12 veh/hour as per the Fixed Noise Impact Assessment under normal circumstance. ii Para. 5.3.10 has been revised to "*…the maximum number of visits by the truck drivers will be 24 times per hour.*"
1.5	RtC 2.7, Table 3-4 and Table 8-1 - Please ensure all air quality mitigation measures, including those stated in Figure 2-1, are fully reflected in both Table 3-4 and Table 8-1. For example, in Table 8-1, description of mitigation measures for aggregate storage and weigh hopper should be supplemented; whether concrete mixer refers to mixer tower in Figure 2-1 should be clarified; and whether the concrete mixer is enclosed on 3 sides should be stated.	All the mitigation measures proposed (including that stated in Figure 2-1) have been incorporated in Table 3-4 and Table 8-1. The mixer tower as stated in Figure 2-1 shall be enclosed on top and 3-side and covered with flexible curtain at front opening side.
1.6	RtC 2.9 — The scope of construction works in different chapters is inconsistent. Please review and clarify whether the construction/ demolition works only involves assembling and dismantling precast steel structures, or it also involves minor excavation works for construction of foundation, laying of utilities, and removal of existing pavement etc. In particular, please review the air quality (S.3.2.1), noise (S.4.6.2), water quality (S.5.3.2), waste management (S. 6.2.4 - 6.2.5, 6.2.7, Table 6-1) and land contamination (S.7.3.2, 7.3.6) chapters.	As mentioned in para. 3.2.1, most of the existing CBP are steel structures. Therefore, the demolition works for the existing CBP will mainly be the dismantling of precast steel structures. Minor excavation works will also be involved for the construction of the aggregate storage area after removing the existing CBP. Para. 3.2.1, 4.6.1, 5.3.2, 6.2.4, 6.2.5, 6.2.7, 7.3.2, 7.3.6 and Table 6-1 have been revised to indicate the tentative sequence and the worst-case scenario for consistency.
1.7	S.2.2.1 — Please state the expected period for demolishing the existing CBP during Phase 2.	The demolition is expected to be approx. six months. Please refer to the revised para. 2.2.1 for details.
1.8	S.2.2.1 and Table 2-1 - For Phase 2, please clarify whether the construction of aggregate storage area at the new CBP is after the demolition of the existing CBP.	The construction of aggregate storage area for new CBP shall commence after the completion of demolition of existing CBP. Paras. 2.2.1 and 2.22 have been revised to clarify the work sequence and they will not be overlapped.
1.9	Table 3-5 — Please state the horizontal distance between representative ASRs and the site.	Noted and amended accordingly.
1.10	S.3.6.4 - Please provide further details of the chimney identified in the assessment area, for example, its location, nature, emission type, height and horizontal distance from the site, etc.	S3.6.4 has been revised to provide details of identified chimney in the assessment area.
1.11	S. 5. 3. 8 - We understand that the silo capacity has increased from less than 50 tonnes in the existing operation to not more than 450 tonnes in the proposed development. Please provide more elaboration in the report regarding the "*... similar scale of the Proposed Development and the existing CBP...".*	Although the total cementitious material silo capacity of will be increased from 50 tonnes to 450 tonnes for the proposed CBP, the Proposed CBP will remain one production line the same as the existing CBP, and the maximum hourly concrete production rate of the proposed CBP (100m^3/hour) will be less than that of the existing CBP (120m^3/hour). The purpose of increasing the total cementitious material silo capacity is to

		ensure stable and timely supply of raw materials for concrete production. Para. 5.3.8 has been revised to clarify the similarity between the new and the existing CBPs.
1.12	Table 7.1 - For clarity, please describe the land use in different parts of the site, if applicable. For example, for the existing use, please separately discuss the concrete batching plant and the ancillary facilities with parking spaces and storage area etc.	Table 7-1 has been revised accordingly.
1.13	S.7.3. 6 - Please clarify if site access is available at this stage to carry out site investigation.	Because the Site is still in use, it is not appropriate to carry out site investigation at the planning stage. Please refer to the revised para. 7.3.6 for details.
	Air Quality	
1.14	The applicant should clarify whether there are any idling activities of the heavy goods vehicles (HGVs) at the Project Site. If affirmative, the vehicular emissions from the idling activities of the HGVs should be included by making reference to the AQIA conducted under the Approved EIA for "Revised Trunk Road T4 in Sha Tin” (AEIAR-23 1/2021) which considered the "Vehicular Emissions Associated with Bus and Minibus Termini, Heavy Goods Vehicle and Coach Parking Sites" in precise approach. Or otherwise, the applicant should justify with examples why the current approach would give more conservative results than the precise approach.	The idling activities would only occur when concrete unloading process which take around 5 minutes to complete. In the view of the short period of time comparing with other plants' operation and vehicle movement, the air quality impact due to idling activities is considered to be negligible.
1.15	We note that there is a car park within the Project Site from Figure 2-1. The applicant should clarify which types of car will be parked within the Project Site and check whether the precise approach for estimating the start emissions from the car park should be adopted in this AQIA.	The operation of on-site parking area is different from general car parking. The on-site parking area only allows the company private car to park when closed of business. Insignificant start emission (for example two times per vehicle per day) is expected due to this operation. Thus the air quality due to start emission at the on-site parking area is considered to be negligible.
1.16	Section 3.5 (i) The applicant should present the data of the nearest Air Quality Monitoring Station to show the past background of the Project Site. (ii) The applicant should present the PATHv2.1 data for year 2023 which is the operation year of the Project to show the future background of the Project Site. (iii) The applicant should present the NO2 data from PATHv2.1 which is one of the key air pollutants of this Project.	(i)The data of the nearest Air Quality Monitoring Station (North District AQMS) has been included in Table 3-6. (ii)The PATH data of Year 2022 which is considered to be the worst case scenario than in Year 2023 has been adopted. (iii)The NO_2 data has been incorporated in Table 3-6.

1.17	Paragraph 3.8.2 (i) The applicant should explain why only RSP and FSP are extracted from EMFAC as mentioned on the 2nd line of this paragraph. (ii) For the estimation of the start emissions by broad-brush approach, the applicant should use the.data in year 2038, which is the traffic year, to calculate the Trips/ VKT.	(i)Para. 3.8.2 has been revised that RSP, FSP and NO_2 were extracted from EMFAC. (ii)The emission rate of Year 2023 is considered to the much worse than Year 2038, since the fuel quality/ vehicle engines would be improved year by year. Therefore, the start emission rate at 2023 has been adopted in this assessment. Nevertheless, the air model will be updated in the APCP for applying SP Licence in accordance with the APCO as mentioned in para. 8.1.9 of the revised EA Report.
1.18	Paragraph 3.8.4 - The applicant should document TD's endorsement in the EA report once available. If TD has no comment on the methodology for traffic forecast only, the applicant should provide written confirmation from respective competent party (e.g. traffic consultant) that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast, so as to confirm the validity of the traffic data.	Noted. The letter from TD has been incorporated in Appendix P of revised EA report.
1.19	Section 8.1.5 - It should be PATH v2.1 instead of PATH-2016.	Noted and amended accordingly.
1.20	Appendix D, P. D-22 and EMFAC Spreadsheets - Although it said there are 44 veh/hr on EP12_2, the truck travelling frequency in EMF AC Calculation files shows that only 10 veh/hr on EP12_2 and should be reviewed.	Please note that the operation details for this planning application are still preliminary and such details will be refined and confirmed during the detailed design stage and SP Licence application. An APCP including the updated air modelling and air quality impact assessment shall be prepared in accordance with Section 14A of the APCO to support the SP Licence Application. Therefore, all the assessment details will be updated in the APCP. Submission of APCP which is a statuary requirement pursuant to Sections 14, 14A and 15 of the APCO
	<u>Noise</u>	
1.21	RtC item 2.26 and Section 4.5.8 - (i) We noted from the RtC that only 6 concrete lorry mixers per 30 minutes (i.e. 12 concrete lorry mixers per hour) can be catered within the proposed site despite the max. concrete production rate is 1 00m3/hr. Considering the receiving volume of concrete lorry mixers and that the quality of concrete may be affected if there is delay in loading process, the applicant should review and confirm whether such arrangement is considered practical and feasible in view of future operation mode of CBP. If affirmative, please state explicitly in s.4.5.8. (ii) As the proposed site can only cater 6 concrete lorry mixers per 30 minutes, there may also be noise nuisance arising from concrete lorry mixer queuing outside the site waiting for	Each concrete lorry mixer can carry concrete within volume between $6m^3$ and $10m^3$. Therefore, a maximum number of 12 concrete lorry mixers per hour can be with a maximum production rate of $100m^3$/hour. Please also note that there will be no queuing of trucks due to the Proposed Development. Please refer to the TIA attached to the Planning Statement for details

	receiving concrete. Please state in the main text whether there is sufficient waiting space within the proposed site to cater for concrete lorry mixers waiting to receiving concrete. To minimise noise nuisance, these concrete lorry mixers waiting within the proposed site should have their engines switched off.	
1.22	RtC item 2.26 and Section 4.7.5 - In addressing induced traffic noise impact, it is more appropriate to exclude vehicles induced from existing CBP under "Without Development" scenario and should be revised.	Because this is a Replacement Concrete Batching Plant, it is not appropriate to exclude the vehicles induced by the Existing CBP to avoid misleading.
1.23	RtC item 2.29 - There is no relevant information and justification in the EA report to support that only 2 concrete lorry mixers, no aggregate truck and no loader will be operating at the proposed site during evening-time period. The applicant should supplement as appropriate, and confirm if such arrangement is practical.	In general the demand of concrete in night time is limited, as a conservative approach, 2 concrete lorry mixers were assumption to be the maximum production scenario. There is an aggregate storage tank within the conveyor of which the capacity of is sufficient for fill up 2 concrete lorry mixers. Therefore, no aggregate tanks is required to enter the site, as such, lorry is not necessary to in operated as its function is to transport aggregate from the storage tank to the hopper when there is insufficient aggregate in the conveyor. Para. 4.5.5 has been revised to include the elaboration of the plant use under Scenario 2 of operation phase.
1.24	RtC item 2.32 - The applicant should document TD's endorsement in the EA report once available. If TD has no comment on the methodology for traffic forecast only, the applicant should provide written confirmation from respective competent party (e.g. traffic consultant) that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast, so as to confirm the validity of the traffic data.	TD has no comment on the methodology of the traffic forecast. The letter from TD has been incorporated in Appendix P of revised EA report.
1.25	RtC item 2.37, Table 2.1 and Appendices J & K - According to Table 2.1 which is newly added in this submission, it appears that construction works at northern and southern part of the site will be carried out simultaneously in Phase 1. Their cumulative construction noise impacts are however not calculated and addressed in Appendices J & K. The applicant should also check if descriptions in s.4.6.1 should be updated.	There are two major phases of construction/ Demolition work. For phase 1, there are 2 sub phases including (1a) Construction of northern part of the Site and (1b) Construction of southern part of the Site. Each sub-phase will not be carried out at the same time (i.e. construction works of sub phase (1b) will be started after the completion of construction works of sub phase (1a)). For phase 2, there are 2 sub-phases including (2a) Demolition of existing CBP and (2b) Construction work of aggregate storage area. Each sub-phase will not be carried out at the same time (i.e. construction works of sub-phase (2b) will be started after the completion of demolition works of sub phase (2a)). Also there is no overlapping works were expected between the works in phase 1 and 2. Please refer to the revised paras. 2.2.1 to 2.2.2 for details.

1.26	RtC item 2.42 (iv) - The formula for angle of view correction should be +10log(A/180).	Para. 4.6.5 has been revised accordingly.
1.27	Bullet points in Section 4.5.5 - Aggregate transport truck and tanker truck are not mentioned in scenario 2.	Bullet point in para. 4.5.5 has been revised to include Truck (Concrete Collection), Aggregate Truck and Cement/PFA/GGBS/Admixture Tanker.
1.28	Section 4.5.6, 1st sentence - Besides the list of equipment, their utilisation rate and no. of items should also be confirmed by applicant as practical for usual operation of proposed CBP. The applicant should consider to list the % on-time and no. of items in bullet points in s.4.5.5, and confirm in s.4.5.6 if the whole equipment inventory is confirmed to be practical.	Section 4.5.6 has been revised that “4.5.6 The list of equipment, utilisation rate and number of items have been confirmed by the Applicant and it is considered to be practicable for business-as-usual operation of concrete batching plant …”. The percentage on time and number of items have been included in bullet point 4.5.5.
1.29	Figure 4.3 and Appendix F - The background measurement location BG2 in Figure 4.3 does not tally with that in Appendix F.	Appendix F has been revised and tally with Figure 4.3.
1.30	Table 8.1 - Mitigation measures for filter fans and concrete collection activities are missing.	Table 8.1 has been revised to include the mitigation measure of filter fans and concrete collection activities.
1.31	Appendix J - It seems the SWL of crane is has made reference to EPD's QPME list. The applicant should provide the QPME code instead of CNP code.	Appendix J has been revised to state the QPME code for reference.
1.32	Some errors in noise calculations are observed according to our spot checking: (i) Appendix K - For CN1 , the horizontal distance in Stage 2a seems incorrect. (ii) RtC item 2.41 (iii) and Appendix L - For daytime scenario 2 and evening time scenario, the angle of view to haul roads 1 to 10 are the same at different NSRs and should be reviewed. (iii) Appendix L - For daytime scenario 1, the equation for CNL of loader at IN2 to IN6 are incorrect.	Appendix K has been revised accordingly. Appendix L has been revised accordingly. The equation of CNL of loader at IN2 to IN6 of Appendix L has been revised.
1.33	Textual/presentation comments: (i) The main text has referred the reader to incorrect appendices in several occasions, e.g. Appendix M in S.4.6.11 should be Appendix N; Appendix O in S.4.7.5 should be Appendix P. (ii) Section 4.6.5 - For angle of view, should the abbreviation be "A" rather than "S" ?	The main text has been updated accordingly. Para. 4.6.5 has been revised accordingly.
	<u>Water Quality</u>	
1.34	S.5.1.2: "...comprehensive waste management" was not included in ProPECC PN 1/94 and should be revised.	Para. 5.1.2 has been revised with reference to ProPECC PN 1/04 to avoid misleading.
1.35	S.5.3.2 (RtC 2.44): Instead of "negligible", the applicant should review if it is appropriate to state the last sentence as "therefore, adverse	Noted and amended accordingly.

	water quality impacts arising from these construction works is not anticipated."	
1.36	S.5.3.5: This section duplicates with S.5.3.3.	Para. 5.3.5 has been deleted.
1.37	S. 5. 3. 12 -13: In addition to L/day, please present the figures in m3/day for reference.	Para. 5.3.12-13 (updated to 5.3.11-12) have been revised to present the sewerage generated in m3/day.
1.38	S.5.4.1: The subheading should be "**Demolition <u>and</u>** Construction Phases", similar to that for S.5.3.1.	Para. 5.4.1 has been revised accordingly.
1.39	S.5.4.5: The applicant should review the need of 5th bullet.	Para. 5.4.5 has been revised to delete 5th bullet.
1.40	S.5.4.7 (RtC 2.46): Previous comment was not addressed and the applicant should revise "...(ProPECC PN 5/93), **~~Building ...~~** 41(1)".	Para. 5.4.7 has been revised accordingly.
1.41	S.5.5.6: Discussion on the demolition phase should be included in the conclusion as well.	Para. 5.5.6 has been revised to include the conclusion of demolition phase.
1.42	S. 8.1. 15: The applicant should add a paragraph to briefly discuss water quality impacts during demolition and construction phases.	A new para. 8.1.15 with reference to paras. 5.3.2 and 5.4.1 to 5.4.3 has been added to briefly discuss no adverse water quality impact during the demolition and construction phases.
1.43	Table 8-1: Mitigation measures in S.5.4.1, S.5.4.5, S.5.4.7 were not included in the table.	Mitigation measure stated in para. 5.4.1, 5.4.5 and 5.4.7 have been incorporated in Table 8-1.
1.44	S. 8. 1.22: The applicant should include demolition phase in the conclusion as well.	Noted and amended accordingly.
	<u>Waste Management and Land Contamination</u>	
1.45	Section 6.2.6, 6.2.7 and Table 6-1, 6-2: Re R-to-C item (2.52): The applicant should provide the estimated quantities of the "inert C&D materials of building waste and excavated materials" (e.g. less than 1 cubic meter) to support the assessment "insignificant/minimal quantities"	For ease of estimation, 2 tonnes of excavated material and 2 tonnes of building waste have been assumed. Please refer to the revised paras. 6.2.6, 6.2.7 and Table 6-1, 6-2 for details.
1.46	Section 6.3.8: Re R-to-C item (2.55): The applicant should delete the coverage on sewage, wastewater and effluent handling from the waste chapter, which are irrelevant.	Para. 6.3.8 has been revised to delete the content related to sewage, wastewater and effluent handling.
1.47	Section 7.3.2 and Appendix R: Re R-to-C item (2.56): (i) The review of historical land use activities in Section 7.3.2 does not tally with Table 7-1. The applicant should revise for consistency. (ii) Given the structures in the historical aerial photos and the potentially contaminating activities at concrete batching plant, the assessment "no obvious land polluting activities identified for concrete batching plant since no stain and chemical stain were identified from desktop review" would be misleading. The applicant should consider deleting or revising the statement as appropriate.	(i) Table 7-1 has been revised that “Warehouse and CBP” could be observed in Year 1987. (ii) Noted and the concerned sentence has been deleted. (iii) To avoid misleading, the sentence relating to the concrete production plant in 1987 has been deleted. (iv) The irrelevant text has been deleted.

	(iii) With only the historical aerial photo in Appendix R, the assumption that the concrete production plant in 1987 was "a typical concrete batching plant" as described is not substantiated. The applicant should consider deleting the irrelevant text. (iv) "Only a small amount of admixture ... considered unlikely" could not be concluded from the review of historical aerial photos. The applicant should consider deleting the irrelevant text.	
1.48	Section 7.3.3: Above ground storage of diesel was identified from the site inspection, and should be clearly stated in the Section.	Para. 7.3.3 has been revised to state that “*all the limited aboveground fuel storage tanks and admixtures tanks within the Site are provided with secondary containments underneath.”*
1.49	Section 7.3.6: (i) Given the site inspection findings (e.g. use of admixtures, diesel fuels and/or lubrication oil) in Appendix S, the current concrete production plant is not "a typical concrete batching plant" as described. The applicant should consider deleting the irrelevant text. (ii) The applicant should address the "good site practice adopted by the staff, site observations regarding the use of chemicals in the Section and whether renovation/addition/alternation works have been conducted at the assessment area for the conclusion "the existing land contamination issues ... proposed CBP is not anticipated”. The applicant should consider deleting the irrelevant text if negative. (iii) The applicant should indicate the assessment area to be covered by the proposed CAP in an appropriate figure. (iv) The applicant should update Section 7.5 as appropriate.	(i) The irrelevant text has been deleted. (ii) The irrelevant text has been deleted. (iii) The proposed assessment area has been indicated in Figure 7-1. (iv) Section 7.5 has been updated accordingly.
	Environmental Protection Department (EPD) Email dated 23 December 2021 from PlanD (responsible EPD officer: Miss. Candice CHUNG, tel.: 2835 1114 (Env Protection Offr (Strategic Assessment)64))	
1.50	Further to our previous comments dated 9.12.2021 on the captioned S.16 application, as attached below for your easy reference, our remaining comments on the air models are below for your consideration:-	
	<u>Air Model</u>	
1.51	PATH-2016 met data was used for running AERMOD in this submission, while PATH v2.1 was used for Caline4. Also, section 3.7.3 stated that 2010 met data were used. The applicant should review, ensure consistency and rectify.	The air model was prepared in March/April 2021 before the new air modelling guidelines published in mid 2021. Nevertheless, the air model will be updated in the APCP for applying SP Licence in accordance with the APCO as mentioned in para. 8.1.9 of the revised EA Report. If necessary, an Air

		Quality Impact Assessment (AQIA) as an approval condition with the updated air modelling files will be provided.
1.52	For section 3.7.3.1, the applicant should use the mixing height at King's Park provided by HKO for the year 2015 instead of 2010.	The air model was prepared in March/April 2021 before the new air modelling guidelines published in mid 2021. Nevertheless, the air model will be updated in the APCP for applying SP Licence in accordance with the APCO as mentioned in para. 8.1.9 of the revised EA Report. If necessary, an AQIA as an approval condition with the updated air modelling files will be provided.
1.53	Inconsistency between model files and report are found for traffic flow of Grid 3856 & 3956 (e.g. Hour 9,11,13) and should be rectified.	The air model was prepared in March/April 2021 before the new air modelling guidelines published in mid 2021. Nevertheless, the air model will be updated in the APCP for applying SP Licence in accordance with the APCO as mentioned in para. 8.1.9 of the revised EA Report. If necessary, an AQIA as an approval condition with the updated air modelling files will be provided.
1.54	For Figure 3-4, the locations of open road sources input to the Caline4 are inconsistent with that in the report and should be rectified.	The air model was prepared in March/April 2021 before the new air modelling guidelines published in mid 2021. Nevertheless, the air model will be updated in the APCP for applying SP Licence in accordance with the APCO as mentioned in para. 8.1.9 of the revised EA Report. If necessary, an AQIA as an approval condition with the updated air modelling files will be provided.
1.55	Inconsistency between models files and report are found for all contour plots and should be rectified.	The Contour plots will be updated in the APCP. If necessary, an AQIA as an approval condition with the updated air modelling files will be provided.
2	Transport Department (TD) Received via Email dated 9 December 2021 from PlanD (responsible TD officer: Ms. CHEUNG Kim Hung, tel.: 2399 2405 (Engr/North 2))	
2.1	I have the following comments on the above application from traffic engineering point of view:	Noted.
2.2	(i) It was noted the applicant proposed to carry out traffic improvement scheme by widening of the affected roads including Ping Yuen Road and the access road leading to the application Site. The applicant should provide a layout plan showing the proposed traffic improvement scheme including the area affect by the proposed works and the width of the affected	The layout plan showing the affected area as well as the road width before and after the proposed road improvement works is attached in **Annex 1**.

	road prior & after the proposed road improvement works;	
2.3	(ii) We observed the proposed road improvement works would affect nearby UUGL and private land. The applicant should seek comments on their proposal from the relevant parties/ land owners and provide their responses for our reference. The applicant should evaluate the practicality of implementation of the proposed road improvement scheme;	The proposed road improvement scheme falls on Government land and private lots (i.e. 158 RP and 159 RP both in D.D.77). Relevant government departments including LandsD, HAD and HyD, were consulted for the proposed road improvement scheme. Their responses showing no comment on the proposed road improvement scheme are enclosed in **Annex 2**. The affected private Lot 158 RP is owned by the Applicant. The Applicant has obtained initial consent from land owners of Lot 159 RP. As such, there shall not have land grant issue for the proposed road improvement works.
2.4	(iii) The applicant should provide agreement from relevant parties on future management and maintenance of the concerned roads;	We have consulted the relevant government departments (i.e. LandsD, HAD and HyD) and all departments showing no comments for the proposed road improvement. The relevant correspondence is enclosed in **Annex 2** for your easy reference. Taking into account (1) the proposed road improvement scheme would fall within the government lands and the private lots (158 RP and 159 RP in D.D. 77); (2) LandsD expressed no particular comment from land administrative viewpoint; and (3) Even though there is part of government land (e.g. GLA-TDN-4617) allocated temporarily to other party, it is only on temporary basis and would be returned to LandsD, hence there shall not be problem in obtaining the lands for the proposed road improvement scheme. Subject to no further departmental comment on the road improvement scheme, we will submit application to relevant departments for the road works upon planning approval with conditions.
2.5	(iv) Para 2.4 - it is considered that 8m 3 is the maximum carrying capacity for a concrete truck. The applicant should clarify the assumption that all concrete trucks would carry the full capacity for each of its trip. The applicant should review the trip rate adopted in the TIA report;	To ensure sufficient supply of concrete to the construction sites and minimize the trip made (as well as maximize the profit), the concrete trucks shall carry its full capacity as a general practice. Furthermore, the maximum concrete production rate (i.e. 100m^3/hr) instead of the normal concrete production rate (i.e. 80m^3/hr) is adopted to derive the no. of concrete trucks which also allow some buffer. It is therefore considered acceptable for assuming all concrete trucks would carry the full capacity for each of its trip.
2.6	(v) Para 2.6 - it is noted raw material will be delivered to the Site with an arrival rate of about 20 veh/hr. However, Table 2.2 'Traffic Generation of Proposed Development' has neglected the trip generated from raw material	The number of vehicles shown in Table 2.5 of Para. 2.6 is the maximum arrival rate per each type of trucks for assessing the queuing situation (i.e. so as to demonstrate the no. of waiting spaces provided within the site is sufficient).

	delivery. The applicant is required to clarify the maximum trip generation of the Site; and	Please be clarified that all types of trucks would not arrive the site simultaneously. Some trucks (particularly Cement/PFA/GGBS Tanker and Admixture Trucks) would only come to the development site once or twice per week. As stated in Para. 2.4, the actual concrete production rate would be varied depending on the types of the concrete ordered by the purchasers. Therefore, the composition of the traffic generation would be dependent of the concrete production rate for the time being produced and the stock of raw materials. If there is shortage of raw materials, the number of raw material delivery trucks would be increased. By contrast, the number of concrete trucks would be decreased. In general, the concrete production rate of the concrete batching plant is 80m^3/hr (i.e. 10 trucks) under normal circumstance. Thus, some buffer for delivery of raw materials is allowed for operation need. Nevertheless, the one-way traffic generation of the proposed concrete plant would be limited to 15 veh/hr (i.e. 14 trucks + 1 private car) by the Applicant at all time.
2.7	(vi) Drawing SP6 - 16.5m long vehicles will be used by the concrete batching plant. Swept path analysis from Ping Che Road to the Site should be provided.	The swept path analysis of 16.5m articulated vehicle is shown in SP15 & SP16 of Annex A of the revised TIA report.
2.8	The applicant should satisfactorily address the above comments before we can further consider the subject application.	Noted.

22 February 2022

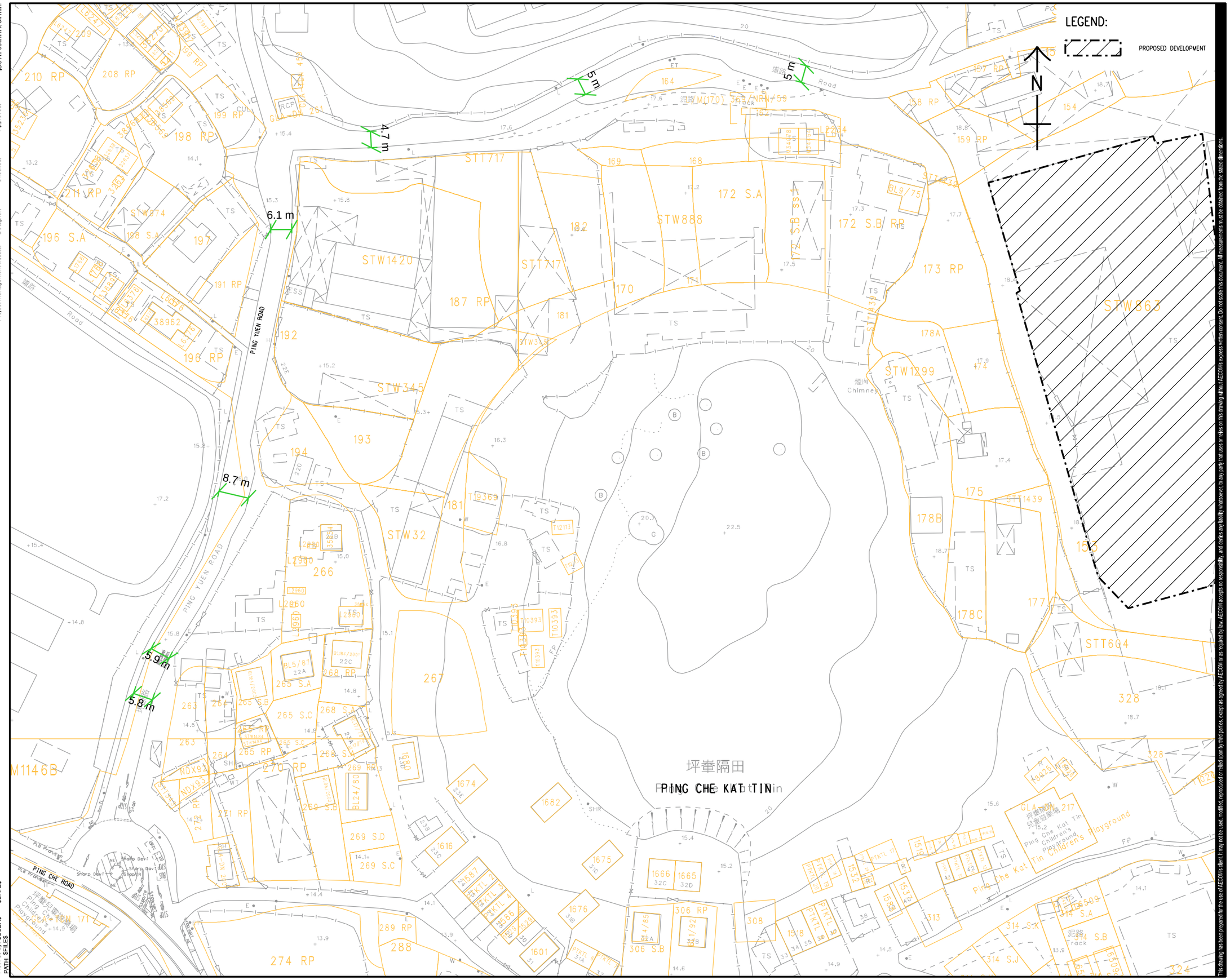
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:



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PROJECT
項目

S16 PLANNING APPLICATION FOR CONCRETE BATCHING PLANT IN PING CHE

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客戶

CONSULTANT
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ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核查

STATUS
狀況

SCALE 比例: A3 1 : 1000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號:

SHEET TITLE
圖紙名稱

EXISTING ROAD

SHEET NUMBER
圖紙編號

Annex 1 (Sheet 1 of 2)

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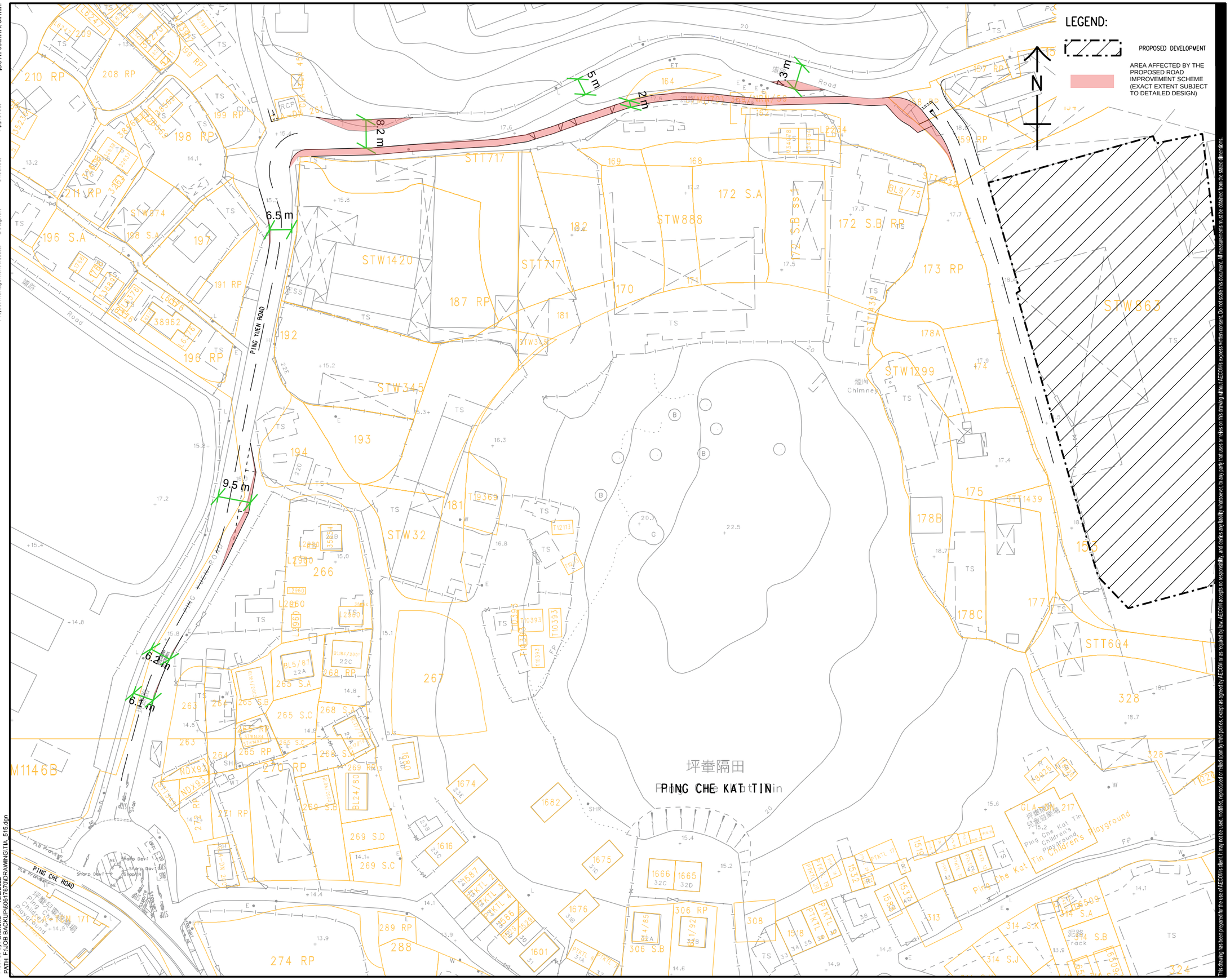

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PROJECT
項目

S16 PLANNING APPLICATION FOR CONCRETE BATCHING PLANT IN PING CHE

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KEY PLAN
索引圖

PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

PROPOSED ROAD IMPROVEMENT SCHEME

SHEET NUMBER
圖紙編號

Annex 1 (Sheet 2 of 2)

Wong, Charis

From: mltchan@pland.gov.hk
Sent: Thursday, January 6, 2022 3:28 PM
To: Wu, Sandy
Subject: [EXTERNAL] RE: S16 Ping Che CBP (No. A/NE-TKL/681) - Road Improvement Scheme

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sandy,

Please see comments of DO/HAD (officer: Ms. Amy WONG) below

As checked with Works Section, please note that there will be no conflict between the project "Improvement to access road near lamp post VA2850 at Ping Yuen Road" and the road widening works concerned. Also, referring to para. 3 in our previous memo regarding the maintenance of the road concerned, we have no further comment on it.

Regards,

Michelle CHAN
TP/N3, PlanD
Tel: 2158 6391

From: Michelle Lok Ting CHAN/PLAND/HKSARG
To: "Wu, Sandy" <sandy.wu1@aecom.com>
Date: 05/01/2022 10:19
Subject: RE: S16 Ping Che CBP (No. A/NE-TKL/681) - Road Improvement Scheme

---

Dear Sandy,

I have previously sought advice from LandsD, HyD and DO/HAD regarding the road widening issues. Please see below their replies for your information.

LandsD (Mr. Ken HO)
Please be advised that we have no further comment on the subject issue. The comments as contained in our memos dated 8.9.2021 and 6.12.2021 of ref. (16) & (25) in DLON 62/NAT/19 II remain valid.

HyD (Mr. Dominic WONG)
HyD has no intention to take over the section of Ping Yuen Road concerned after its widening for maintenance.

As DO/HAD's officer posted out on 31.12.2021, I have contacted the new officer Ms Amy WONG at 2675 1871 for her comments on the above issues.

Wong, Charis

From: amy_pl_wong@had.gov.hk
Sent: Thursday, January 20, 2022 4:31 PM
To: Wong, Charis
Cc: Wu, Sandy
Subject: [EXTERNAL] Re: FW: RE: S16 Ping Che CBP (No. A/NE-TKL/681) - Road Improvement Scheme
Attachments: Site plan for Ping Yuen Road.pdf

Dear Charis,

Attached please find the site plan showing the boundary of our works at Ping Yuen Road. Also, this office will return Simplified Temporary Land Allocation ("STLA") to DLO/N after completion of works (at about end of June 2022).

Should you have any further questions, please contact me. Thank you.

Regards,
Amy WONG
EO(Dev)/North District Office
Tel: 2675 1871

From: "Wong, Charis" <Charis.Wong@aecom.com>
To: "amy_pl_wong@had.gov.hk" <amy_pl_wong@had.gov.hk>
Cc: "Wu, Sandy" <sandy.wu1@aecom.com>
Date: 18/01/2022 17:48
Subject: FW: [EXTERNAL] RE: S16 Ping Che CBP (No. A/NE-TKL/681) - Road Improvement Scheme

---

Dear Amy,

As discussed regarding the captioned, we would be grateful if you could provide us the location and boundary of the land lot (GLA-TDN 4617) allocated for "Improvement to access road near lamp post no. VA2850 at Ping Yuen Road" for our reference. We acknowledge that the land is allocated on a temporary basis, please advise (if possible) when the above land lot will be returned back to LandsD.

Should you have any queries, please feel free to contact me at 3922 9592.
Thank you very much for your kind assistance.

Regards,

Charis Wong
Associate, Traffic & Transport Planning,
Land Supply / Municipal, Hong Kong
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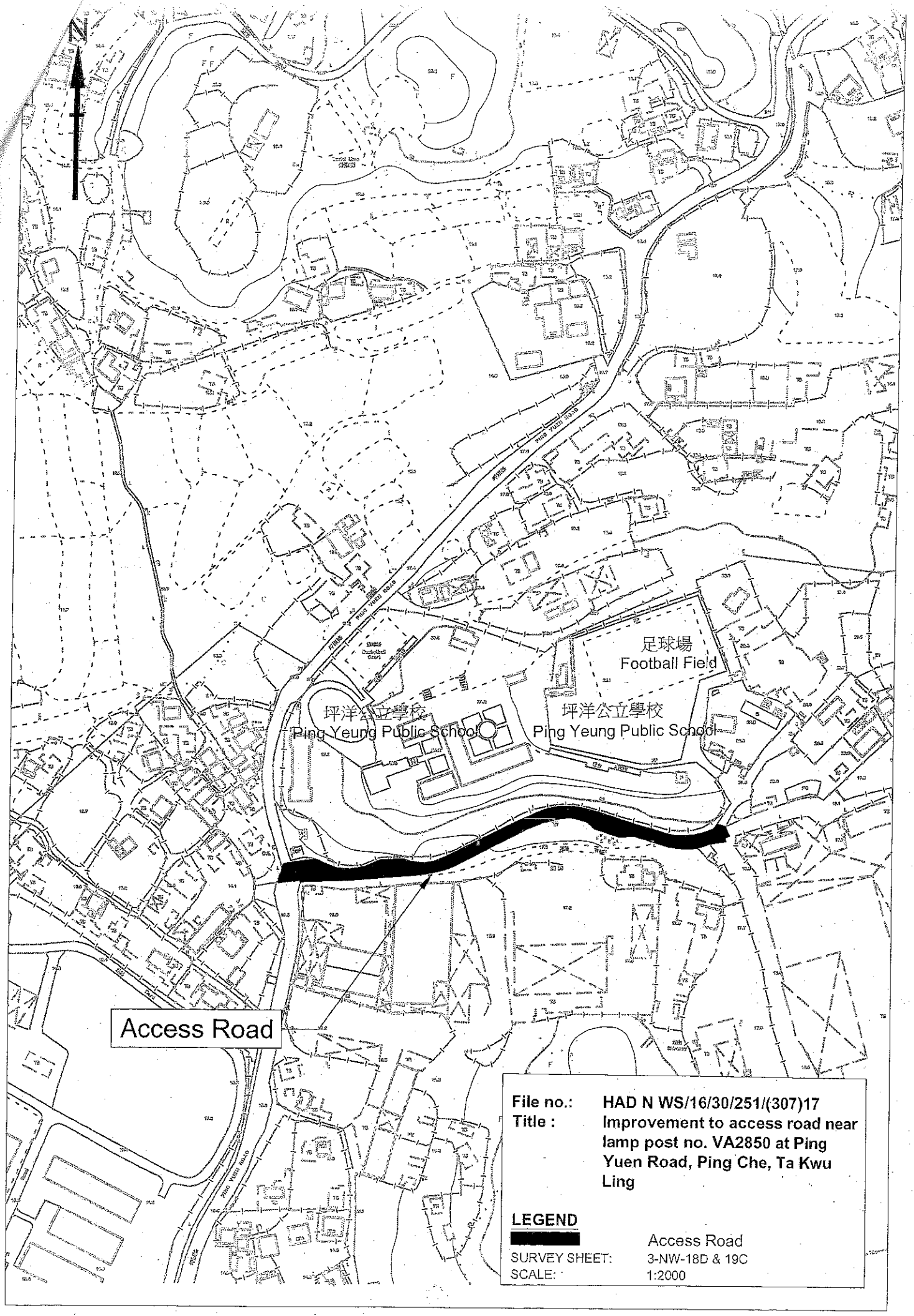
足球場
Football Field
坪洋公立學校
Ping Yeung Public School
坪洋公立學校
Ping Yeung Public School
Access Road
File no.: HAD N WS/16/30/251/(307)17
Title : Improvement to access road near lamp post no. VA2850 at Ping Yuen Road, Ping Che, Ta Kwu Ling
LEGEND
Access Road
SURVEY SHEET: 3-NW-18D & 19C
SCALE: 1:2000

HAD

I refer to your MUR, please.

2. We have consulted the locals from 22.11.2021 to 6.12.2021. In gist:-

a. the incumbent North District Councilor of N16 Constituency objected to the application;
b. the Chairman of Fung Shui Area Committee, the Indigenous Inhabitant Representative (IIR) of Ping Che and the Resident Representative (RR) of Ping Che, two out of four IIRs of Ping Yeung had no comment;
c. the 1st Vice-Chairman of Ta Kwu Ling District Rural Committee, one IIR of Ping Yeung and the RR of Ping Yeung supported the proposal; and
d. The remaining IIR of Ping Yeung did not reply to us.

3. Re para.3 of your memo, the concerned access road where the proposed road widening works take place is not maintained or constructed by us, hence we have no comment.

(Pinky MOK)
for District Officer (North)

I refer to your memo under reference.

(memo dated 8.9.2021)
P.1 of 2

Lands

2. The application site comprises of Lot No. 153 in D.D. 77. The lot is an Old Schedule lot held under the Block Government Lease (demised for agricultural use) without any guarantee of right of access. As the application site is surrounded by private lots, the applicant should make his own arrangement for acquiring access to the application site, and there is **NO** guarantee that any adjoining Government Land (GL) will be allowed for vehicular access to the application site for the proposed use.

3. The application lot is the subject of Short Term Waiver No. 863 ("the STW"). The STW is issued for the purpose of a factory for manufacturing concrete products on Lot Nos. 149, 151, 152, 153, 155, 157 & 158 all in D.D. 77. The applicant is not the waiveree of the STW. Our recent site inspection detected irregularities at the STW area and this office reserves the rights to take enforcement action against the STW.

4. The actual occupation area is larger than the application site, it includes part of the application lot, part of Lot Nos. 149, 159 RP and 328 all in D.D. 77, portion of area covered by Short Term Tenancy No. 604 ("the STT") as well as GL adjoining the application lot. The applicant is not the tenant of the STT.

5. The existing structures erected on Lot No. 159 RP in D.D. 77, the STT area and GL adjoining the application lot without prior approval from this office. This office reserves the right to take necessary lease enforcement actions against the structures on the said private lot, enforcement action against the STT and land control action against the irregularities on GL as appropriate.

6. It is noted that one of the proposed structures would be built for toilet use. The applicant should note that any proposed toilet facility should meet the current health requirements.

7. If the planning application is approved, the owners of the application lot and the lots covered by the STW shall apply to this office for cancel-and-reissue of the existing STW to cover all the

LandsD

actual occupation area and to regularize the structures erected/to be erected on site. The application for STW will be considered by Government in its landlord's capacity and there is no guarantee that it will be approved. If the STW is approved, its commencement date will be backdated to the first date of occupation and it will be subject to such terms and conditions to be imposed including payment of waiver fee and administrative fees as considered appropriate by this office.

8. If you have any enquiries on the above, please contact the undersigned or Ms. Y L Lam at 2675 1546.

(K. L. HO)
for District Lands Officer, North

c.c.
CBS/NTW, BD (Attn: Ms. Teresa CHENG) Fax: 2845 1559

Lot No. 153 (Part) in D.D. 77, Ping Che, New Territories

(Application for Permission under s.16 of the Town Planning Ordinance)

(Further Information)

I refer to your memo under reference. (memo dated 6.12.2021) LandsD

2. Please be advised that we have no particular comment on the further information from land administrative viewpoint. The comments as contained in our memo dated 8.9.2021 of ref. (16) in the same series remain valid.

3. With regard to the proposed road widening works along Ping Yuen Road and a local access road in the revised TIA, the proposed works falls on Government land as well as Lot Nos. 158 RP and 159 RP both in D.D. 77. As the proposed works may affect a proposed Simplified Temporary Land Allocation (STLA) No. GLA-TDN 4617 for "Improvement to access road near lamp post no. VA2850 at Ping Yuen Road", DPO should seek advice from DO/N in this regard. Please note that the applicant should make his own arrangements to obtain consent from relevant parties for the proposed road widening works.

4. If you have any enquiries on the above, please contact the undersigned or Ms. Y L Lam at 2675 1546.

(K. L. HO)
for District Lands Officer, North

HyD

As pointed out previously, please note that Ping Yuen Road and the unnamed access road leading to the subject lot are not maintained by HyD. Having said the above, please find my views on the proposed road improvement scheme as below.

i) The proposed road improvement scheme involves both government land and private lots, the relevant land issues need to be sort out to confirm its feasibility.

ii) There are many trees located along both sides of Ping Yuen Road and the unnamed access road, comments from LCSD should also be sought.

iii) Subject to the detailed design and construction arrangement of the proposed road improvement works and public reaction to the concrete plan usage and hence the road widening proposal, gazette under the Road (Works, Use and Compensation) Ordinance (Cap. 370) may be required for the works.

iv) Section 5.2.3 of the submitted TIA report stated that "The feasibility of the road improvement scheme is subject to further review in the detailed design stage, ……".

2. In view of the above, I am not in a position to advise whether the proposed road improvement scheme is feasible or not.

3. For further information, please contact our Mr Simon TAM at 2762 4090.

APPENDIX B

Revised Traffic Impact Assessment Report

Section 16 Planning Application for a Temporary Concrete Batching Plant within "Industrial" Zone at Ping Che Lot 153 (Part) in D.D.77 for a Period of 5 Years

Traffic Impact Assessment

February 2022

AECOM

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1 INTRODUCTION

1.1 Background

1.1.1 The Application Site is located at Lot No. 153 (Part) in D.D.77 in Ping Che which is situated to the north of Ping Che Kat Tin Village and to the east of Ping Yuen Road. It falls within a site zoned "Industrial (Group D)" under the approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 and covers a total site area of approximately 7,044 m^2. The site location plan of the Application Site is shown in **Figure 1.1**.

1.1.2 The Applicant proposes to develop a concrete batching plant on the Application Site and replace the existing concrete batching plant by some ancillary facilities at the same location.

1.1.3 AECOM was commissioned by the Applicant to prepare a Traffic Impact Assessment (TIA) report in support of Section 16 Planning Application.

1.2 Objectives

1.2.1 The main objectives of this report are as follows:-

- Outline the proposed development parameters and internal transport facilities;
- Review the current traffic condition in the vicinity;
- Estimate the potential traffic generations and attractions of the proposed development;
- Produce traffic forecasts on the surrounding road network at the adopted design year; and
- Assess traffic impact on the surrounding road network induced from the proposed development

1.3 Structure of TIA Report

1.3.1 Following this introductory chapter, the TIA is structured as follows:

Chapter 2: Proposed Development, describes the proposed development schedule and its internal traffic facilities provisions, access arrangement, etc.;

Chapter 3: Existing Traffic Condition, reviews the current conditions in the vicinity;

Chapter 4: Future Traffic Condition, describes the traffic forecasting methodology and presents the estimated traffic flows in design year;

Chapter 5: Traffic Impact Assessment, presents the results of capacity assessments of the identified critical junctions and recommends improvement schemes, if considered necessary; and

Chapter 6: Summary and Conclusion, summarizes the findings of the study and presents the conclusion of this TIA.

2 PROPOSED DEVELOPMENT

2.1 Indicative Development Schedule

2.1.1 The layout of the proposed development is shown in **Figure 2.1**. The indicative development schedule of the proposed development is shown in **Table 2.1.**

Table 2.1 Indicative Development Schedule of the Application Site

Development Parameters	Overall Development
Site Area	About 7,044 m^2
Total GFA	2,414 m^2
Maximum Concrete Production Rate	100 m^3/hr
Operation Period	07:00 – 23:00

2.1.2 As confirmed by the Applicant, the maximum concrete production rate of the existing concrete batching plant is 120 m^3/hr. Owing to the Applicant's latest business plan and productivity review, the maximum design concrete production capacity would not reach 120 m^3/hr. The adjustment of such from 120 m^3/hr to 100 m^3/hr is thus to realistically reflect the business development. The enlarged site area primarily serves as an enhancement to operation through a better spatial arrangement and inclusion of environmentally friendly facilities. As such, a cleaner, quieter, smoother and efficient operation will be ensured.

2.2 Development Access

2.2.1 The proposed vehicular access serving the proposed development would be located at the existing access road along the western side of application site.

2.2.2 Swept path analysis for vehicles entering and leaving the application site was conducted and shown in **Annex A**.

2.3 Internal Road

2.3.1 The proposed transport facilities within the development are to be linked up by minimum 7.3m wide internal road.

2.4 Trip Generation of the Proposed Development

2.4.1 Estimates of traffic volume induced by the proposed development are derived from the demand of concrete and limited to the concrete production rate. As a conservative approach, the maximum concrete production rate (i.e. 100m^3/hr) is adopted to obtain the maximum traffic generation of the proposed development.

2.4.2 With a capacity of 8m^3 per each concrete truck and the maximum concrete production rate of 100m^3/hr, maximum 13 numbers (round up) of concrete truck would be generated by the proposed development. As given by the Applicant, the minimum service time is 4 minutes for each concrete truck which includes 3 minutes for concrete batching plus 1 minute for concrete discharge (i.e. from central mixer to concrete truck mixer) following by the final inspection before goods delivery. As such, all the concrete trucks could be served in 1 hour (i.e. 60/4 = 15 > 13) with some time buffer.

2.4.3 The maximum traffic generation of the proposed concrete batching plant would be limited to 15 veh/hr (29 pcu/hr) for one-way direction by the Applicant. 14 out of 15 vehicles (28 pcu/hr) would be composed of the concrete trucks, aggregate trucks, cement/PFA/GGBS tankers and/or admixture trucks. The remaining 1 vehicle (1 pcu/hr) would be private car generated by staff/visitors. This traffic arrangement would be managed by the operator of the proposed development who would assign the schedule to the fleet of operation vehicles upon the actual demand of the concrete.

2.4.4 The actual concrete production rate would be varied depending on the types of the concrete ordered by the purchasers. Therefore, the composition of the traffic generation would be dependent of the concrete production rate for the time being produced and the stock of raw materials. If there is shortage of raw materials, the number of raw material delivery trucks would be increased. By contrast, the number of concrete trucks would be decreased. In general, the concrete production rate of the concrete batching plant is 80m^3/hr (i.e. 10 trucks) under normal circumstance. Thus, some buffer for delivery of raw materials is allowed for operation need. Nevertheless, the one-way traffic generation of the proposed concrete plant would be limited to 15 veh/hr (i.e. 14 trucks + 1 private car) by the Applicant at all time.

2.4.5 The traffic generation of proposed development was summarised in **Table 2.2**.

Table 2.2 Traffic Generation of Proposed Development

Vehicle Types	1-way Trips (veh/hr)	1-way Trips (pcu/hr)
Operation Vehicles (concrete trucks, aggregate trucks, cement/PFA/GGBS tankers and/or admixture trucks)	14	28(1)
Private Car	1	1
Total	**15**	**29**

Notes: (1) A PCU factor of 2 is applied.

2.4.6 Furthermore, as confirmed by the developer, the traffic generation of the existing concert batching plant and proposed concrete batching plant during AM and PM peak are summarized in **Table 2.3** below.

Table 2.3 Comparison of Traffic Generation of the Proposed and Existing Concrete Batching Plant

Developments	Trips (pcu/hr)			
	AM Peak		PM Peak	
	Gen	Att	Gen	Att
Existing Concrete Batching Plant (max. concrete production rate: 120 m^3/hr)	32	32	32	32
Proposed Concrete Batching Plant (max. concrete production rate: 100 m^3/hr)	29	29	29	29
Net Change of Traffic Generation	**-3**	**-3**	**-3**	**-3**

2.4.7 The existing concrete batching plant would be ceased and demolished upon the commencement of the proposed concrete batching plant. No concurrent operation would be envisaged. As a result, the 2-way traffic generation of the Application Site would be reduced by 6 pcu/hr during AM and PM peak periods.

2.5 Parking and Servicing Facilities

2.5.1 The parking and loading/unloading facilities provisions will be provided in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG) and the operation needs. The respective requirements and proposed provision are summarized in **Table 2.4**. The layout of proposed parking and servicing facilities is illustrated in **Figure 2.1**.

Table 2.4 Provision of Parking and Servicing Facilities

Component	HKPSG Requirements	Operation Needs		Proposed Development	
				HKPSG Required	Proposed Provision
Parking Spaces (5m x 2.5m)					
Private Car	1 per 1000–1200 m^2 GFA	-		3	**3**
Loading / Unloading Spaces for Goods Vehicle(1)					
Goods Vehicle	1 goods vehicle bay per 700 – 900 m^2 GFA	Concrete Trucks	1	4	**4**
		Aggregate Trucks	1		
		Admixture Trucks	1		
Loading / Unloading Spaces (16m x 3.5m)					
Container	1 bay	Cement/PFA/ GGBS Tanker	1	1	**1**
Waiting Spaces (11m x 3.5m)(2)					
Goods Vehicle	-	Concrete Trucks	12	-	**14**
		Aggregate Trucks			
		Admixture Trucks			

Notes: (1) One LGV loading/unloading space (7m x 3.5m) and three HGV loading/unloading spaces (11m x 3.5m) would be provided to suit operation need.
(2) Detail of the waiting spaces refers to the Chapter 2.6

2.5.2 Swept path analysis for vehicles entering and leaving internal parking and servicing facilitates was conducted and shown in **Annex A**.

2.6 Queuing Situation

2.6.1 In order to meet the operational needs, different raw materials will be transported to the proposed development by trucks for concrete production. **Table 2.5** summarizes the estimated maximum arrival rate and servicing time for different types of operational trucks.

Table 2.5 Estimated Maximum Arrival Rate per Different Types of Trucks and Servicing Time

	Concrete Trucks	Aggregate Trucks	Cement/PFA/ GGBS Tanker(1)	Admixture Trucks(1)
Max. Arrival Rate (veh/hr)	13	6	2	1
Servicing Time (min)	4	5	6	10

Note: (1) Only one or two trips per week.

2.6.2 As shown in **Table 2.5**, the maximum arrival rate among each type of trucks is 13 vehicle per hour. Taking into account (1) each type of trucks would have its own dedicated loading / unloading space upon arrival; (2) the limitation of the no. of ingress trucks (i.e. 14 trucks per hour) as controlled by the Developer; and (3) the ingress trucks would be composed of at least 2 type of trucks, the maximum number of waiting vehicles within the proposed development would be 12. By providing 14 number of waiting spaces for trucks, it is anticipated that all the ingress vehicles could be accommodated within the Site and thus vehicles would not queue back onto the public road. Where necessary, the ingress vehicles would also be guided to use the empty space within the proposed development temporarily to ensure that there would be no traffic queue outside the subject site.

3 EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

3.1.1 The Application Site is located to the east of Ping Yuen Road. An access road is located to the east of Ping Yuen Road connecting with the Application Site and Ping Yuen Road.

3.1.2 The access road is a local single track access road ranging from around 4.8m to 7.2m wide. Vehicle passing bays are provided along the access road.

3.1.3 Ping Yuen Road is currently a 2-way local road, connecting Ping Che Road at its southern end and Ping Yeung Village to the north. The section of Ping Yuen Road between Ping Che Road and the access road is about 6m wide. Vehicle passing bays are provided along the access road.

3.1.4 Ping Che Road is a District Distributor of single 2-lane carriageway with one traffic lane for each direction, connecting Sha Tau Kok Road at its southern end and Lin Ma Hang Road at its northern end.

3.1.5 The existing road network in vicinity of the Application Site is shown in **Figure 3.1**.

3.2 Traffic Survey

3.2.1 Critical junctions and road links in the vicinity of the proposed development are identified and summarized in **Table 3.1**. The location of critical junctions and road links are illustrated in **Figure 3.1**. The existing layouts of the critical junctions are shown in **Figure 3.2** to **Figure 3.6** respectively.

Table 3.1 Critical Junctions / Road Links

Ref.	Junction / Road Link	Type	Figure
J1	Ping Yuen Road / Ping Che Road (Southern)	Priority	3.2
J2	Ping Yuen Road / Ping Che Road (Northern)	Priority	3.2
J3	Ping Yuen Road / Access Road	Priority	3.3
J4	Sha Tau Kok Road / Ping Che Road	Roundabout	3.4
J5	Lin Ma Hang Road / Ping Che Road	Priority	3.5
J6	Ping Yuen Road / Ping Yeung Interchange	Roundabout	3.6
L1	Sha Tau Kok Road (to the west of Sha Tau Kok Road / Ping Che Road Roundabout)		
L2	Sha Tau Kok Road (to the east of Sha Tau Kok Road / Ping Che Road Roundabout)		
L3	Ping Che Road		
L4	Lin Ma Hang Road		
L5	Ping Yuen Road		
L6	Access Road		

3.2.2 Series of manual classified traffic counts surveys were carried out to establish the current traffic condition in the vicinity. The surveys were undertaken from 7:30am to 9:30am and from 5:00pm to 7:00pm on a typical weekday in Nov 2019. The identified morning (AM) and evening (PM) peak hour are from 8:30am to 9:30am and from 5:00pm to 6:00pm respectively.

3.2.3 In view that there is social movement in Hong Kong in the 2nd half of year 2019, the 2018 and 2019 annual average daily traffic (AADT) flow of the counting stations in Ping Che Road and Sha Tau Kok Road from Annual Traffic Census (ATC) was compared in **Table 3.2** to verify the reliability of the 2019 surveyed traffic flows.

Table 3.2 Historical Annual Average Daily Traffic (AADT) Flows from ATC

ATC Stn. No.	Road Name	A.A.D.T. (veh/day)	
		2018	2019
6653	Ping Che Rd	11430	11820
5660	Sha Tau Kok Rd	33870	33630
5860	Sha Tau Kok Rd	6620	6570

3.2.4 As shown in the above table, the 2018 and 2019 AADT flows of the roads in the vicinity of the proposed development are in very similar magnitude which implies that there is insignificant impact caused by the social movement in 2019 to the traffic condition in Ping Che area and thus 2019 observed traffic flows are considered acceptable for traffic impact assessment.

3.2.5 The 2019 observed AM and PM peak hour traffic flows are shown in **Figure 3.7**.

3.3 Junction Assessment

3.3.1 Junction capacity analysis was carried out for the above surveyed junctions which are located in the vicinity of the Site to appraise the existing traffic condition based on the 2019 observed peak hour traffic flows.

3.3.2 Based on the turning flows at the above junctions, capacity assessments were carried out in accordance with the methodology documented in the appendices of Transport Planning and Design Manual (TPDM) Vol.2 Ch.4 on priority junction and roundabout capacity assessment.

3.3.3 The existing junction performances of the critical junctions are summarized in **Table 3.2**. Capacity calculation sheets are attached in **Annex B**.

Table 3.3 Existing Junction Performance

Ref.	Junction	2019 DFC*	
		AM Peak	PM Peak
J1	Ping Yuen Road / Ping Che Road (Southern)	0.39	0.36
J2	Ping Yuen Road / Ping Che Road (Northern)	0.37	0.35
J3	Ping Yuen Road / Access Road	0.27	0.25
J4	Sha Tau Kok Road / Ping Che Road	0.48	0.50
J5	Lin Ma Hang Road / Ping Che Road	0.19	0.15
J6	Ping Yuen Road / Ping Yeung Interchange	0.57	0.52

* DFC = Design Flow / Capacity ratio for priority junction or roundabout

3.3.4 At present, all critical junctions are operating satisfactorily without capacity problem.

3.4 Existing Public Transport Facilities

3.4.1 There are bus stops along Ping Che Road for bus routes connecting to urban areas. The public transport services near the proposed development are summarized in **Table 3.4**.

Table 3.4 Public Transport Services

Route No.	Origin / Destination	Frequency (min.)
Franchised Bus		
79K	Sheung Shui ←→ Ta Kwu Ling (Tsung Yuen Ha)	20 - 30
Green Mini-Bus (GMB)		
52K	Fanling ←→ Ping Che	4 - 10
Red Mini-Bus (RMB)		
-	Sheung Shui ←→ Ping Che / Ping Yeung	-

4 FUTURE TRAFFIC CONDITION

4.1 Design Year

4.1.1 The proposed development is tentatively scheduled for completion in 2023. Year 2026 is therefore selected as a design year in this TIA for assessment purpose (i.e. 3 years after the planned completion).

4.2 Trip Generation of the Proposed Development

4.2.1 As stated in **Section 2.4.7**, the 2-way traffic generation of the proposed development would be reduced by 6 pcu/hr during AM and PM peak.

4.3 Trip Generation of Planned / Potential Key Future Developments in the Vicinity of the Proposed Development

4.3.1 Apart from the proposed development, there are two planned / potential key future developments in the vicinity of the proposed development, which have been taken into account in the traffic forecast and are listed in **Table 4.1**.

Table 4.1 Planned / Potential Key Future Developments in the Vicinity

Development	Application No.	Proposed Use	GFA
Lots 817 RP (Part), 818 and 819 in D.D. 77 and Adjoining Government Land, Ng Chow South Road, Ping Che, New Territories	A/NE-TKL/554-1	Retail	1,533 m^2
Lots 783 and 784 in D.D. 77 and Adjoining Government Land, Ping Che, New Territories	A/NE-TKL/602-7	Industrial	1,998 m^2
Lots 825, 834 and 836 in D.D. 77 and Adjoining Government Land, Ping Che, New Territories	A/NE-TKL/608	Industrial	1,871 m^2
Lot 838 S.A (Part) in D.D. 77, Ng Chow South Road, Ta Kwu Ling, New Territories	A/NE-TKL/663	Industrial	1,334 m^2

Notes: Source: http://www.ozp.tpb.gov.hk

4.3.2 Estimates of traffic volume induced by the above developments are derived from the trip generation and attraction rates in Annex D of Transport Planning and Design Manual (TPDM) Volume 1 Chapter 3 published by Transport Department (TD). **Table 4.2** summarizes the adopted trip rates and the estimated trip generations.

Table 4.2 Trip Rates and Estimated Trip Generation for Planned Developments in the Vicinity

Ref	Land Use	Unit	AM Peak		PM Peak	
			Gen	Att	Gen	Att
A/NE-TKL/554-1						
Trip Rate	Retail	pcu/hr/100m^2 GFA	0.2296	0.2434	0.3100	0.3563
Trip Generation		1,533 m^2	4	4	5	6

Ref	Land Use	Unit	AM Peak		PM Peak	
			Gen	Att	Gen	Att
A/NE-TKL/602-7						
Trip Rate	Industrial	pcu/hr/100m^2 GFA	0.0926	0.1386	0.1350	0.1049
Trip Generation		1,998 m^2	2	3	3	3
A/NE-TKL/608						
Trip Rate	Industrial	pcu/hr/100m^2 GFA	0.0926	0.1386	0.1350	0.1049
Trip Generation		1,871 m^2	2	3	3	2
A/NE-TKL/663						
Trip Rate	Industrial	pcu/hr/100m^2 GFA	0.0926	0.1386	0.1350	0.1049
Trip Generation		1,334 m^2	2	2	2	2

4.4 Traffic Forecast

4.4.1 In order to carry out traffic forecasts and examine traffic impact due to the proposed development in year 2026, annual growth rate method is applied to estimate 2026 traffic forecast from the 2019 observed traffic flows.

4.4.2 To obtain the aforesaid annual growth rate, two sets of data was referenced. The data include (i) the historical traffic data in ATC and (ii) 2015-based Base District Traffic Model (BDTM).

(i) Historical Traffic Data from ATC

4.4.3 The AADT flow and annual growths of the nearby counting stations were made reference to. However, only traffic data from 2017 to 2019 is available in ATC for the counting station (6653) as presented in below **Table 4.3**.

Table 4.3 Historical Annual Average Daily Traffic (AADT) Flows from ATC

ATC Stn. No.	Road Name	A.A.D.T. (veh/day)		
		2017	2018	2019
6653	Ping Che Rd	11360	11430	11820
5660	Sha Tau Kok Rd	33050	33870	33630
5860	Sha Tau Kok Rd	6460	6620	6570
Average Traffic Growth Rate from 2017 to 2019 = +1.12% per annum				

4.4.4 As shown in the above, the average growth rate from 2017 to 2019 is about **+1.12 %** per annum according to the historical ATC data.

(ii) 2015-based Base District Traffic Model (BDTM)

4.4.5 The traffic growth rate was also made reference to the latest available 2015-based Base District Traffic Model (BDTM) NTE1 model covering Shatin and North District (purchased from TD).

4.4.6 Since the proposed development is located in BDTM zone 41601 adjacent to BDTM zone 41201, the trip ends of these two zones are therefore extracted from 2015 to 2026 as shown in **Table 4.4**. The location of these BDTM zones are shown in the **Annex C**.

Table 4.4 Trips End of BDTM Zones

BDTM Zone	Trips End (pcu/hr)								Annual Growth Rate	
	2015				2026					
	AM		PM		AM		PM			
	Att	Gen	Att	Gen	Att	Gen	Att	Gen	AM	PM
41201	83	69	59	101	92	73	65	115	0.26%	0.72%
41601	93	65	58	97	90	64	60	101		
Total (2-way)	310		315		319		341			

4.4.7 As shown, the annual growth rates of traffic of BDTM zones 41601 and 41201 from years 2015 to 2026 are 0.26% and 0.72% for AM and PM peak respectively.

4.4.8 By comparing the growth rates of ATC historical traffic data and 2015-based BDTM, an annual growth rate of 1.12% per annum is adopted for projecting the peak hour traffic flows from years 2019 to 2026 as a conservative approach.

Future Traffic Flows

4.4.9 By applying the adopted growth rate +1.12% per annum to 2019 observed traffic flow and superimposing the planned / potential key future developments trips as listed in **Table 4.2**, the 2026 reference traffic forecast (without proposed development) has been obtained and shown in **Figure 4.1**.

4.4.10 The net change of traffic generation of the proposed development as stated in **Section 2.4.7** were then imposed to 2026 reference traffic flows to produce 2026 design traffic forecast (with proposed development) as shown in **Figure 4.2**.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Junction Capacity Assessment

5.1.1 The operational performance of the identified critical junctions based on year 2026 traffic forecasts (both "Reference Case" and "Design Case" scenarios) have been assessed. The results of junction capacity analysis are summarized in **Table 5.1** for both cases. Capacity calculation sheets are attached in **Annex B**.

Table 5.1 Junction Performance in 2026

Ref.	Junction	2026 DFC*			
		Reference Case		Design Case	
		AM Peak	PM Peak	AM Peak	PM Peak
J1	Ping Yuen Road / Ping Che Road (Southern)	0.44	0.41	0.43	0.41
J2	Ping Yuen Road / Ping Che Road (Northern)	0.42	0.40	0.42	0.39
J3	Ping Yuen Road / Access Road	0.30	0.27	0.29	0.27
J4	Sha Tau Kok Road / Ping Che Road	0.53	0.56	0.53	0.56
J5	Lin Ma Hang Road / Ping Che Road	0.21	0.17	0.21	0.17
J6	Ping Yuen Road / Ping Yeung Interchange	0.63	0.57	0.63	0.57

* DFC = Design Flow / Capacity ratio for priority junction or roundabout

5.1.2 As shown in **Tables 5.1**, all the critical junctions would be operated within capacity in year 2026 for both "Reference Case" and "Design Case" scenarios. Also, all the critical junctions under "Design Case" (with proposed development) would have the same or smaller DFC (i.e. better performance) than that under "Reference Case" (without proposed development).

5.2 Proposed Traffic Improvement Scheme

5.2.1 Taking into account of the site operation, daily traffic generation of the proposed development and existing road condition of Ping Yuen Road and the access road, road improvement scheme was proposed in order to enhance traffic performance. The proposed traffic improvement scheme is shown in **Figure 5.1**.

a) *Road Improvement Scheme on the Access Road*
Road improvement scheme of the section of access road between Ping Yuen Road and proposed development is proposed. The length of the existing passing bays would be extended from 12m to 20m for the eastern bay and from 10m to 38m for the western bay.

In addition, 2m wide of footpath is proposed along the southern side of access road. Pedestrian from Ping Che Road could walk along the existing footpath of Ping Yuen Road, and route via the proposed footpath of access road to access the proposed development, or vice versa.

b) *Local Road Improvement Scheme on the Ping Yuen Road*
Local road improvement scheme of the section of Ping Yuen Road between Ping Che Road and the access road is proposed. Sufficient spaces would be provided for maneuvering of heavy vehicles in both directions concurrently.

5.2.2 Swept path analysis of the proposed traffic improvement scheme was conducted and shown in the **Annex A**. No maneuvering problem is found.

5.2.3 The feasibility of the road improvement scheme is subject to further review in the detailed design stage, which takes into account the physical conditions of the roads and technical considerations.

5.3 Road Link Assessment

5.3.1 With the proposed traffic improvement scheme, the volume / capacity (V/C) ratios of the critical road links based on year 2026 traffic forecasts ("Design Case") have been assessed. The results are summarized in **Table 5.2**.

Table 5.2 Road Link Performance in 2026

Ref.	Road Link	Dir.	Capacity (pcu/hr)	2026 Design Case			
				Traffic Flows (pcu/hr)		V/C	
				AM Peak	PM Peak	AM Peak	PM Peak
L1	Sha Tau Kok Road (to the west of Sha Tau Kok Road / Ping Che Road Roundabout)	EB	3024(1)	909	764	0.3	0.25
		WB	3024(1)	959	934	0.32	0.31
L2	Sha Tau Kok Road (to the east of Sha Tau Kok Road / Ping Che Road Roundabout)	2-way	1836(2)	1502	1417	0.82	0.77
L3	Ping Che Road	2-way	1836(2)	1502	1327	0.82	0.72
L4	Lin Ma Hang Road	2-way	864(3)	250	155	0.29	0.18
L5	Ping Yuen Road	2-way	864(3)	539	529	0.62	0.61

Notes: Based on TPDM vol.2 Chapter 2.4, para. 2.4.1.1 and para. 2.4.1.2:
(1) For dual 2-lane carriageway (7.3m), the design flow is 2800 veh/hr. With consideration of high heavy vehicle content, 10% reduction in design flow per lane is adopted. Assuming PCU factor is 1.2, the design flow would be 3024 pcu/hr (i.e. 2800*1.2*(1-10%)).
(2) For single 2-lane carriageway (7.3m), the design flow is 1700 veh/hr. With consideration of high heavy vehicle content, 10% reduction in design flow per carriageway is adopted. Assuming PCU factor is 1.2, the design flow would be 1836 pcu/hr (i.e. 1700*1.2*(1-10%)).
(3) For 2-lane single carriageway, the 2-way design flow is 800 veh/hr. With consideration of high heavy vehicle content, 10% reduction in design flow per carriageway is adopted. Assuming PCU factor is 1.2, the design flow would be 864 pcu/hr (i.e. 800*1.2*(1-10%)).

5.3.2 To assess the whether the Access Road (L6) would be able to handle the traffic flows in the design year 2026, utilization capacity of the critical section of L6 is calculated to reflect the road link performance which is given below:

Table 5.3 Road Link Performance of L6 in 2026

Traffic Arm (1) (Refer to Figure 5.1)	2026 Design Traffic Flows (pcu/hr) [A]		Distance Required for Bypassing the Critical Road Section (m)	Time Required for Bypassing the Critical Road Section (sec) [B]	Total Time Required for Bypassing the Critical Road Section (sec) [A] X [B]	
	AM Peak	PM Peak			AM Peak	PM Peak
Point A → Point B	127	117	100	12	1524	1404
Point B → Point A	117	102	100	12	1404	1224
				Total	2928	2628
				Utilization [A] X [B] / 3600 sec =	81%	73%

Notes:
(1) Please refer to Figure 5.1 for the location of Point A and Point B.
(2) Based on assumed speed of 30km/hr.

5.3.3 As shown in **Table 5.3**, a total time of 2628 to 2928 sec would be utilized by the 2026 design traffic flows within an hour during AM and PM peaks. In conclude, the utilization capacity of the unnamed single track access road would be 81% and 73% during the AM and PM peak hour respectively and the unnamed access road would be operating within capacity in design year 2026 (with the proposed development) which is considered acceptable.

5.3.4 Queueing situation at the two passing bays of the Access Road (L6) was also determined using Poisson distribution and multi-servers queuing (M/M/N) theory as presented as follows:

Probability of zero unit in system

$$P(0) = \frac{1}{\sum_{n=0}^{K-1} \frac{\rho^n}{n!} + \frac{\rho^K}{K!(1-\rho/K)}}$$

Probability of n unit(s) in system

$$P(n) = \frac{\rho^n}{n!} P(0) \qquad \text{for } n \le K$$

$$P(n) = \frac{\rho^n}{K^{n-K} K!} P(0) \qquad \text{for } n \ge K$$

Where $\rho = q/Q$
q = averaged arrival rate (veh/sec)
Q = averaged service rate of each service channel (veh/sec)
K = number of service channel/server (no.)

5.3.5 In view that the 2026 design traffic flows during AM peak period is more critical, it is then adopted for the queuing assessment. The probability showing the no. of vehicles waiting at the passing bays is summarized in **Table 5.4**.

Table 5.4 Probability of No. of Vehicles Waiting at the Passing Bays

Passing Bay(1)	Adopted Critical Traffic Flows(2) (pcu/hr)	Averaged Service Rate(3) (veh/sec)	No. of Vehicles Waiting at the Passing Bay	Probability (%)	Accumulated Probability (%)
Eastern Passing Bay (Point B)	117	12	0	61.00	61.00
			1	23.79	84.79
			2	9.28	94.07
			3	3.62	97.69
Western Passing Bay (Point A)	127	12	0	57.67	57.67
			1	24.41	82.08
			2	10.33	92.41
			3	4.37	96.78

Notes:
(1) Please refer to Figure 5.1 for the location of Point A and Point B.
(2) 2026 AM Peak Hour Design Traffic Flows are adopted.
The averaged arrival rate (q) = Critical Traffic Flows / 3600
(3) The averaged service rate per channel = the time required by each vehicle to bypass the critical section (i.e. 1 veh/12 sec = 0.0833 veh/sec)

5.3.6 According to the above analysis as shown in Table 5.4, the probability of more than 3 vehicles waiting at the two passing bays is less than 4%. As the minimum length of the extended passing bays is 20m, they shall be able to accommodate the waiting vehicles (i.e. 6m x 3 = 18m < 20m) which is thus considered acceptable.

5.3.7 With the proposed traffic improvement scheme, the assessment results indicated that all critical road links would be operated without capacity problem.

5.4 Construction Traffic Impact Assessment

5.4.1 The estimated construction traffic for the construction and demolition materials to/from the proposed development would not be more than 4 construction vehicles per day as confirmed by the developer. It is anticipated that the traffic impact induced by the construction traffic would be minimal.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 The Application Site is located at Lot No. 153 (Part) in D.D.77 in Ping Che which is situated to the north of Ping Che Kat Tin Village and to the east of Ping Yuen Road. It falls within a site zoned "Industrial (Group D)" under the approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 and covers a total site area of approximately 7,044 m^2.

6.1.2 The Applicant proposes to develop a concrete batching plant on the Application Site and replace the existing concrete batching plant by some ancillary facilities at the same location.

6.1.3 The proposed vehicular access serving the proposed development would be located at existing access road along the western side of application site. Run-in and run-out of the proposed development are separated along the internal driveway.

6.1.4 The 2-way traffic generation of the Application Site would be reduced by 6 pcu/hr during AM and PM peak due to the replacement of the existing concrete batching plant by the proposed concrete batching plant with ancillary facilities. No concurrent operation of the existing and proposed concrete batching plant is envisaged.

6.1.5 Internal transport facilities would be provided in accordance with the HKPSG and the operation needs.

6.1.6 In order to review the existing and future traffic condition, traffic count surveys at identified critical junctions and road links were conducted which includes:-

- J1 – Ping Yuen Road / Ping Che Road (Southern)
- J2 – Ping Yuen Road / Ping Che Road (Northern)
- J3 – Ping Yuen Road / Access Road
- J4 – Sha Tau Kok Road / Ping Che Road
- J5 – Lin Ma Hang Road / Ping Che Road
- J6 – Ping Yuen Road / Ping Yeung Interchange
- L1 – Sha Tau Kok Road (to the west of Sha Tau Kok Road / Ping Che Road Roundabout)
- L2 – Sha Tau Kok Road (to the east of Sha Tau Kok Road / Ping Che Road Roundabout)
- L3 – Ping Che Road
- L4 – Lin Ma Hang Road
- L5 – Ping Yuen Road
- L6 – Access Road

6.1.7 At present, all critical junctions are operating satisfactorily without capacity problem.

6.1.8 Taking into account of the site operation, daily traffic generation of the proposed development and existing road condition of Ping Yuen Road and the access road, road improvement scheme was proposed in order to enhance traffic performance.

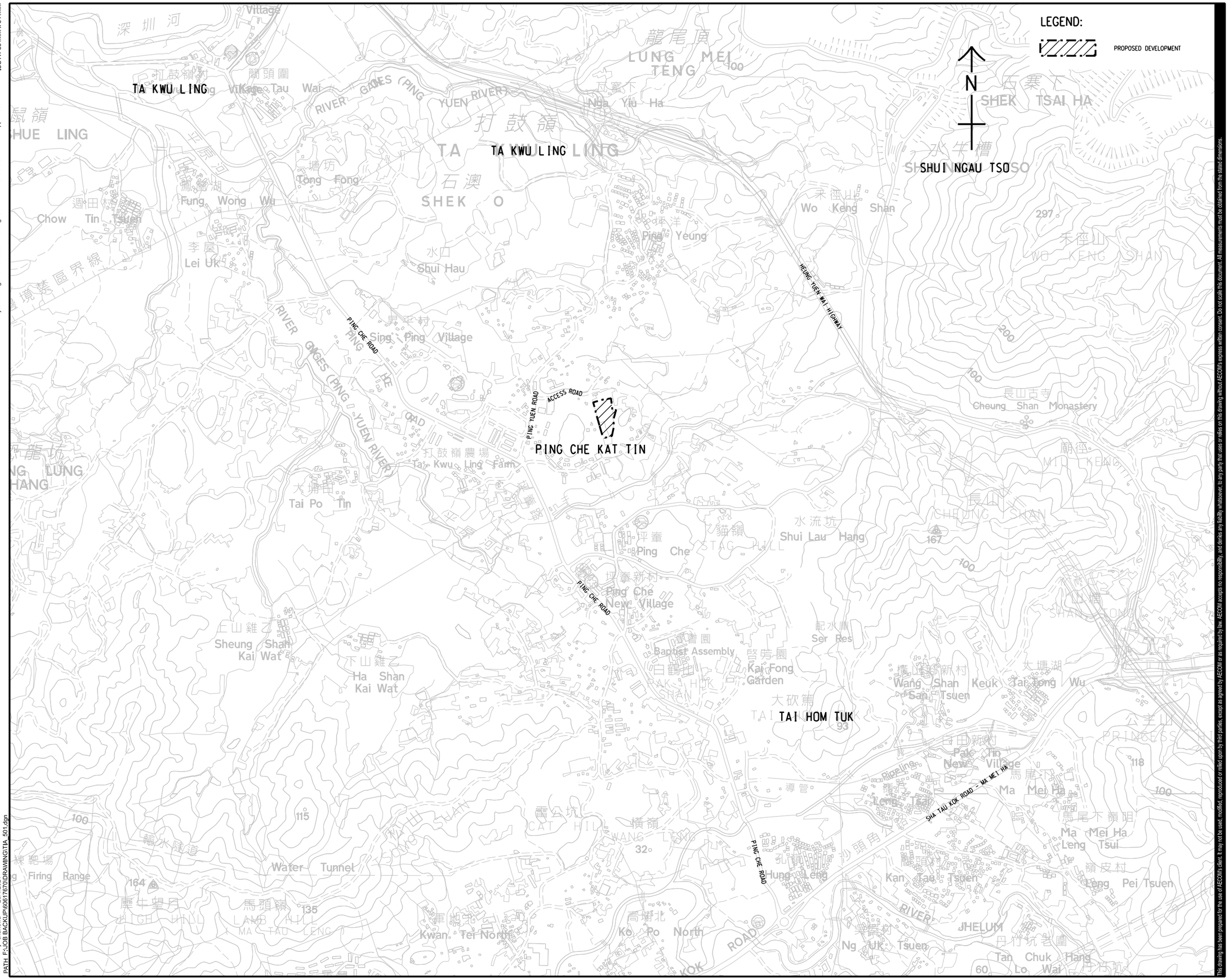
6.1.9 Traffic impact assessment for the design year 2026 have been conducted. The results of the assessment indicated that all the critical junctions and road links would be operating within capacity in the design year 2026.

6.1.10 The estimated construction traffic for the construction and demolition materials to/from the proposed development would not be more than 4 construction vehicles per day as confirmed by the developer. Hence, construction traffic impact would be minimal.

6.2 Conclusion

6.2.1 The peak hour traffic generation of the proposed development would be less than that of the existing concrete batching plant. In light of the findings of this TIA, it is concluded that there would be no additional traffic impact imposed onto the local road network after the replacement of the existing concrete batching plant by the proposed development. The proposed development is therefore considered acceptable from traffic point of view.

Figure



AECOM

PROJECT
項目

S16 PLANNING APPLICATION FOR CONCRETE BATCHING PLANT IN PING CHE

CLIENT
業主

CONSULTANT
工程顧問公司

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ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 複核

STATUS
階段

SCALE 比例: A3 1 : 120000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號:

SHEET TITLE
圖紙名稱

SITE LOCATION PLAN

SHEET NUMBER
圖紙編號

FIGURE 1.1

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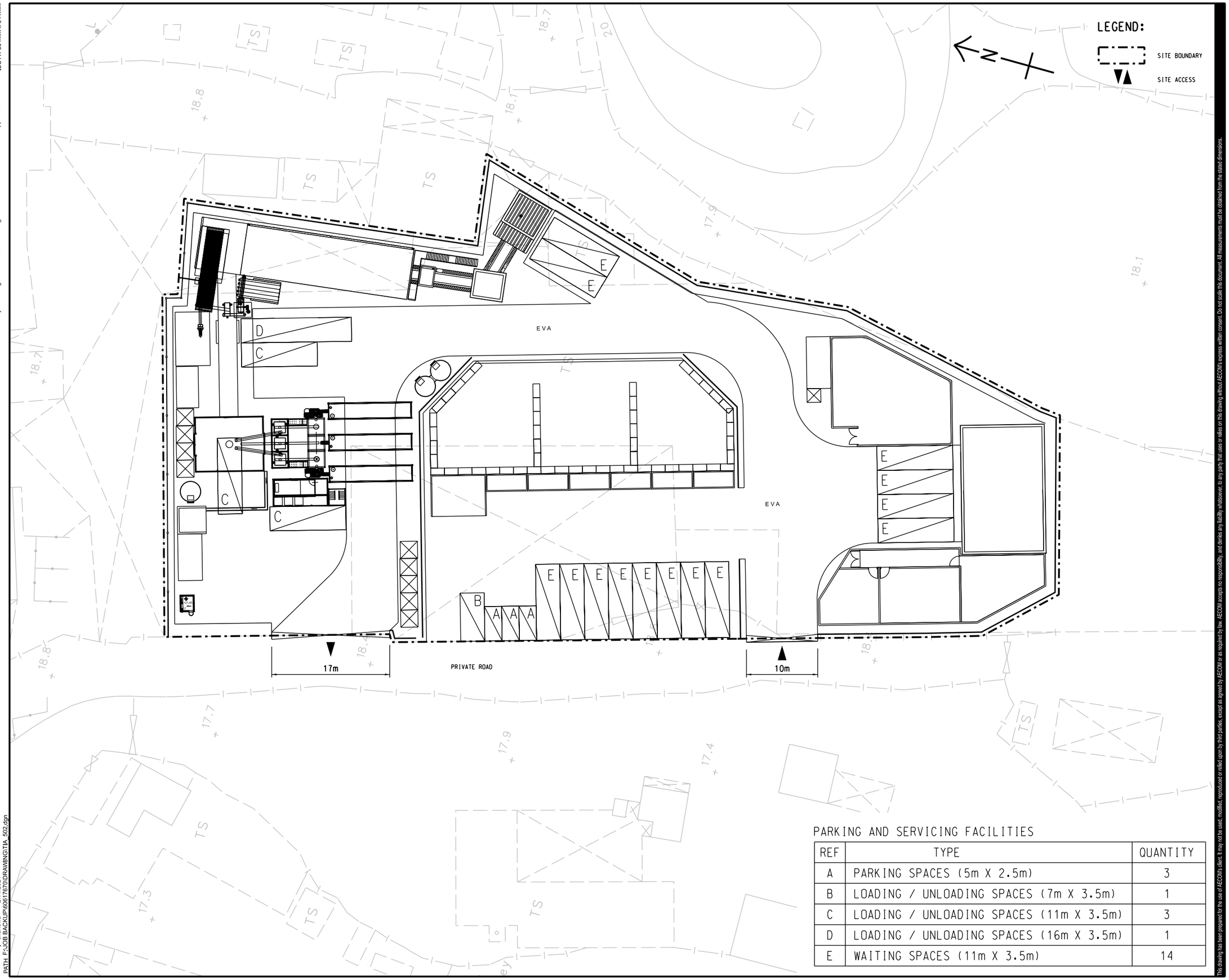

PARKING AND SERVICING FACILITIES

REF	TYPE	QUANTITY
A	PARKING SPACES (5m X 2.5m)	3
B	LOADING / UNLOADING SPACES (7m X 3.5m)	1
C	LOADING / UNLOADING SPACES (11m X 3.5m)	3
D	LOADING / UNLOADING SPACES (16m X 3.5m)	1
E	WAITING SPACES (11m X 3.5m)	14

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PROJECT 項目

S16 PLANNING APPLICATION FOR CONCRETE BATCHING PLANT IN PING CHE

CLIENT 業主

CONSULTANT 工程顧問公司

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ISSUE/REVISION 修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 複核

STATUS 階段

SCALE 比例: A3 1:500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號

SHEET TITLE 圖紙名稱

MASTER LAYOUT PLAN

SHEET NUMBER 圖紙編號

FIGURE 2.1

ISO A1 594mm x 841mm

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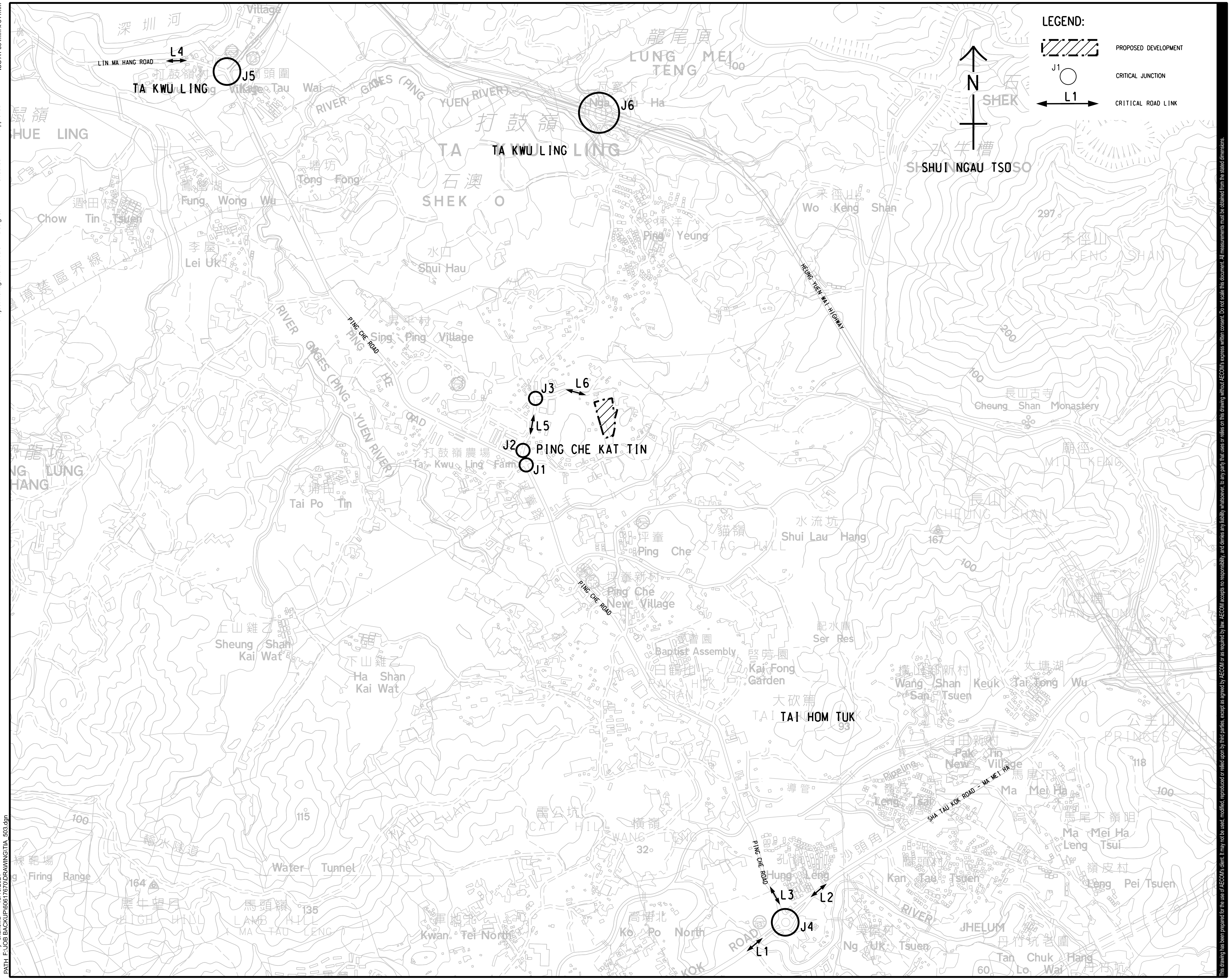
Project Management Initials:



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S16 PLANNING APPLICATION FOR CONCRETE BATCHING PLANT IN PING CHE

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A	OCT 2021	MINOR AMENDMENT	STH

STATUS 階段

SCALE 比例 A3 1 : 12000

DIMENSION UNIT 尺寸單位 METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號 60617670

CONTRACT NO. 合約編號

SHEET TITLE 圖紙名稱

CRITICAL JUNCTIONS AND ROAD LINKS

SHEET NUMBER 圖紙編號

FIGURE 3.1

Plot File by: chancwa 13/10/2021
PATH F:\JOB BACKUP\60617670\DRAWING\TIA_503.dgn

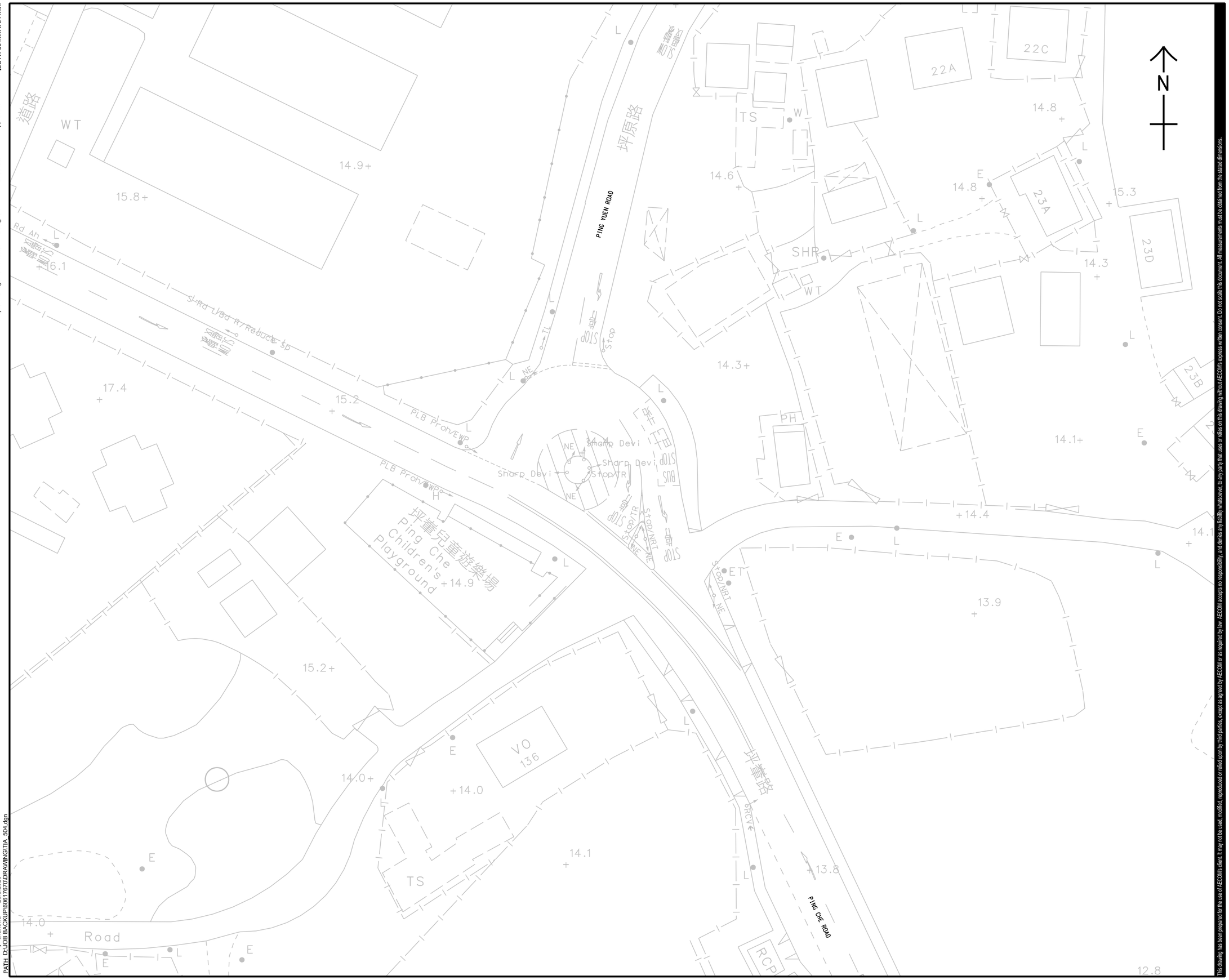
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:



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階段

SCALE 比例: A3 1 : 500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING JUNCTION LAYOUT OF PING YUEN ROAD / PING CHE ROAD (SOUTHERN) (J1) AND ING YUEN ROAD / PING CHE ROAD (NORTHERN) (J2)

SHEET NUMBER
圖紙編號

FIGURE 3.2

Plot File by: chancwa 20/8/2020
PATH: D:\JOB BACKUP\60617670\DRAWING\TIA_504.dgn

ISO A1 594mm x 841mm

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Designer:

Project Management Initials:

Plot File by: chanrcwa 20/8/2020
PATH D:\JOB BACKUP\60617670\DRAWING\TTA_505.dgn

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SCALE 比例: A3 1 : 500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60617670

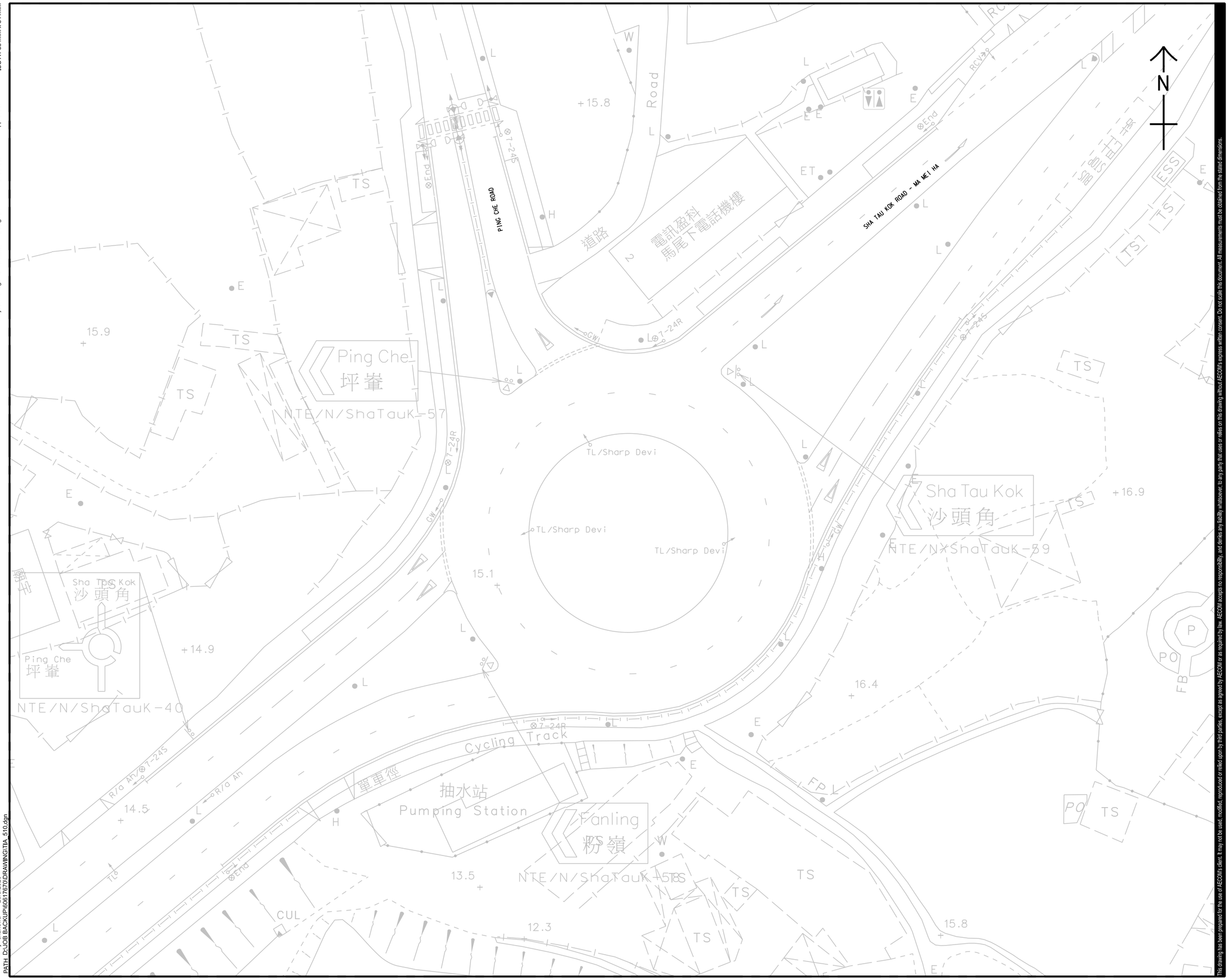
CONTRACT NO. 合約編號:

SHEET TITLE
圖紙名稱

EXISTING JUNCTION LAYOUT OF PING YUEN ROAD / ACCESS ROAD (J3)

SHEET NUMBER
圖紙編號

FIGURE 3.3



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SCALE 比例: A3 1 : 500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號:

SHEET TITLE
圖紙名稱

EXISTING JUNCTION LAYOUT OF SHA TAU KOK ROAD / PING CHE ROAD (J4)

SHEET NUMBER
圖紙編號

FIGURE 3.4

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ISO A1 594mm x 841mm

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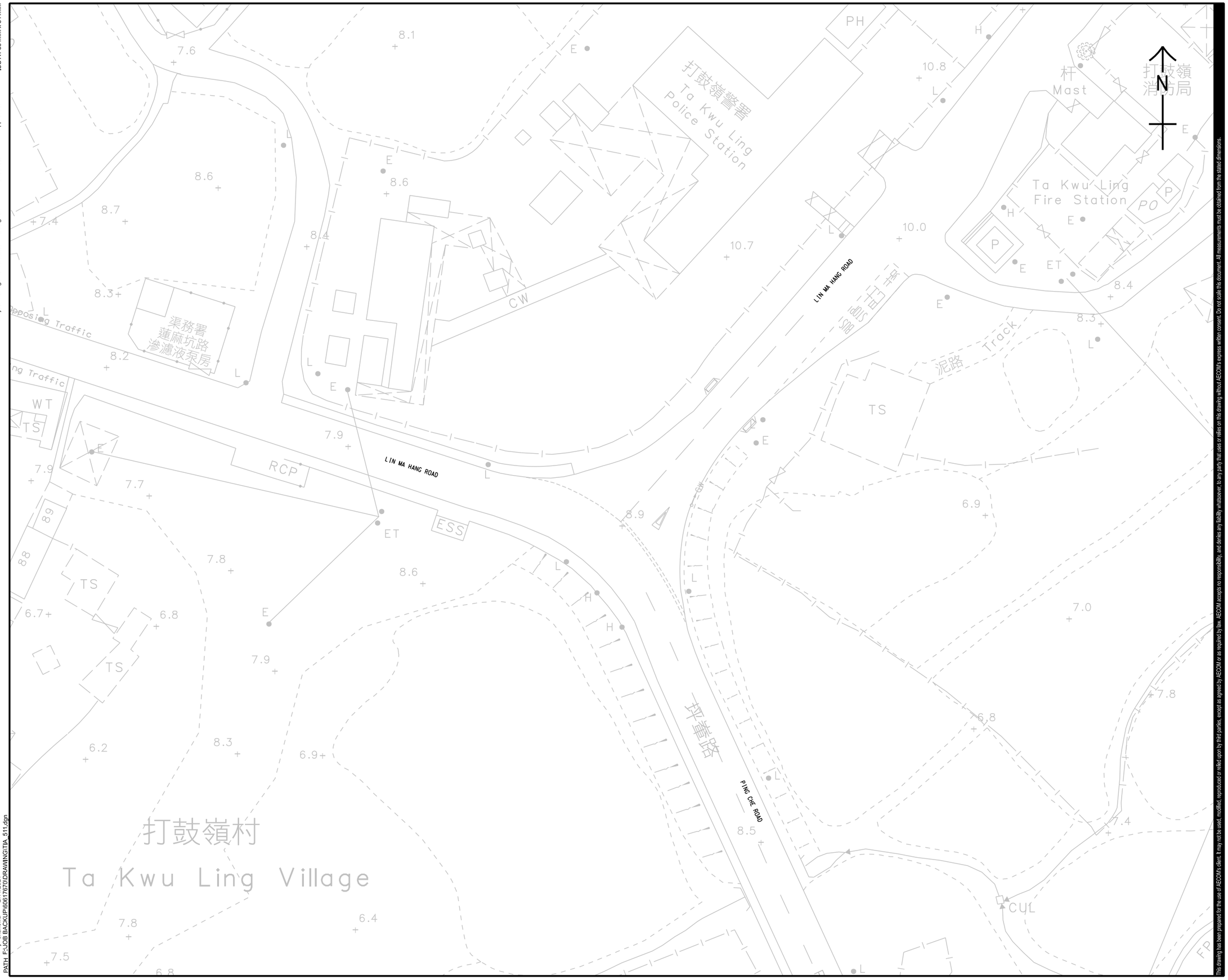
Designer:

Project Management Initials:

Plot File by: chancwa 20/8/2020
PATH: D:\JOB BACKUP\60617670\DRAWING\TIA_510.dgn



ISO A1 594mm x 841mm

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Designer:

Project Management Initials:

Plot File by: ctancwa 27/1/2021
PATH F:\JOB BACKUP\60617670\DRAWING\TIA_511.dgn

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SCALE 比例: A3 1 : 500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號:

SHEET TITLE
圖紙名稱

EXISTING JUNCTION LAYOUT OF LIN MA HANG ROAD / PING CHE ROAD (J5)

SHEET NUMBER
圖紙編號

FIGURE 3.5

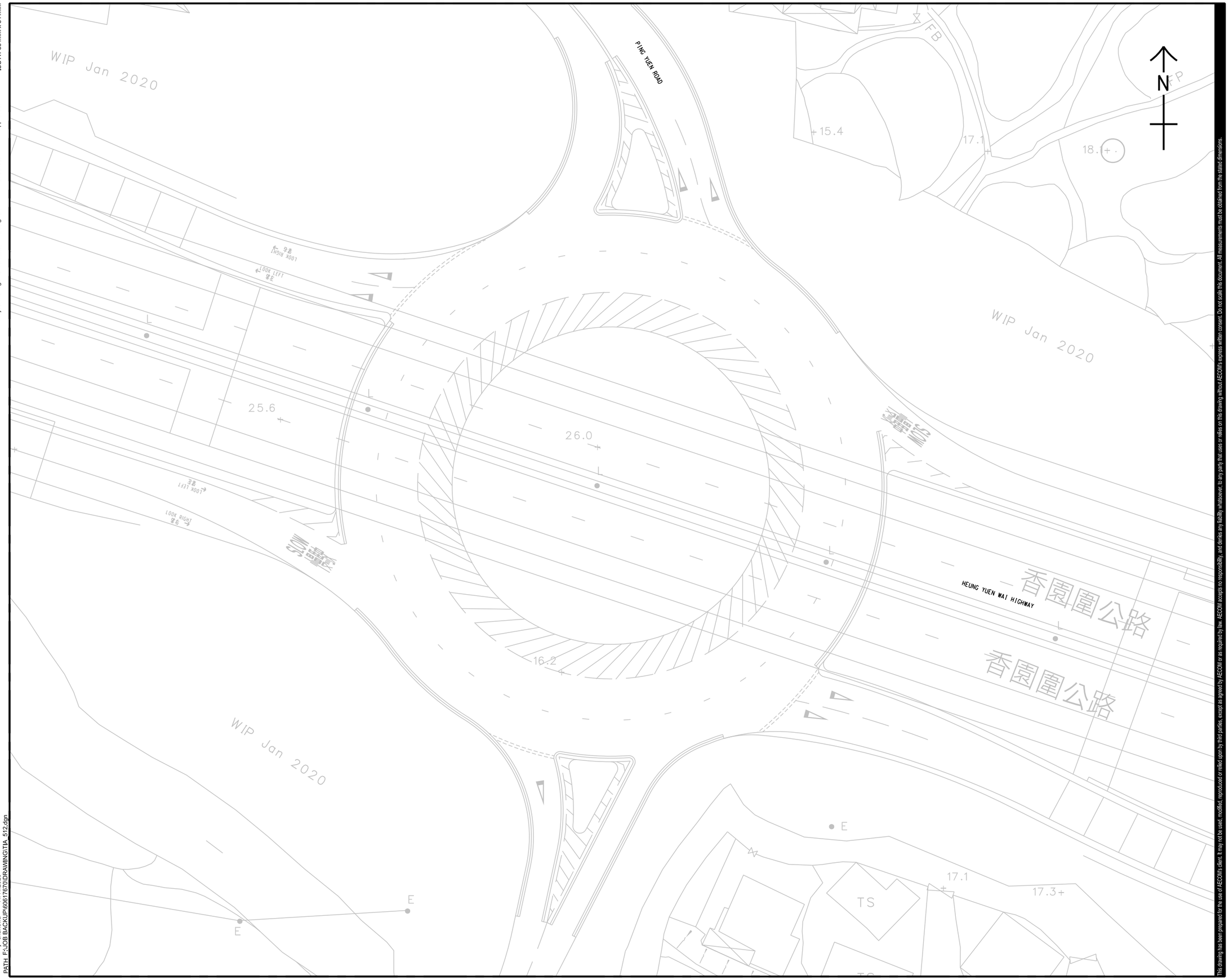
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:



Plot File by: chanowa 11/11/2020
PATH: F:\JOB BACKUP\60617670\DRAWING\TIA_512.dgn

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SCALE 比例: A3 1 : 500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60617670

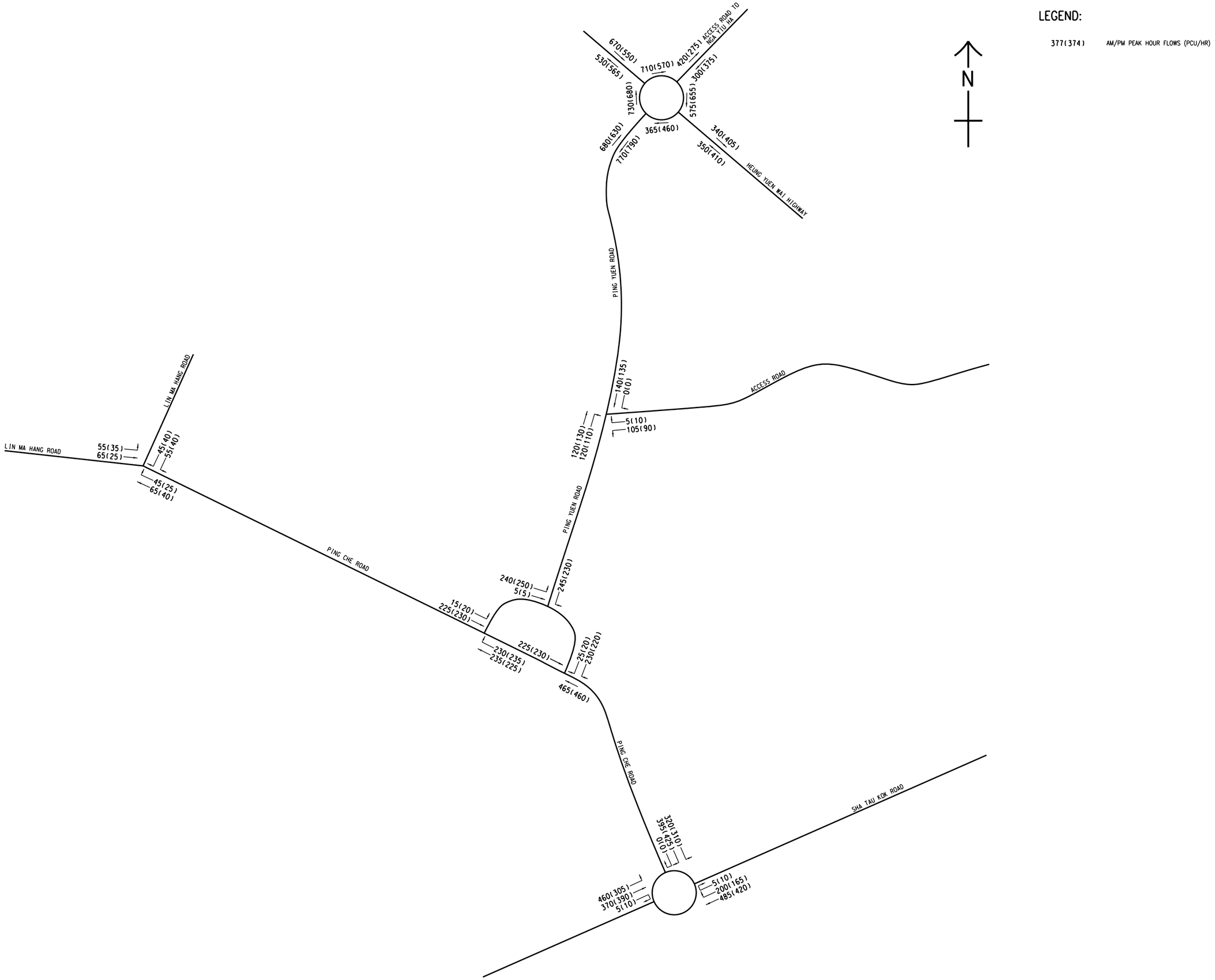
CONTRACT NO. 合約編號:

SHEET TITLE
圖紙名稱

EXISTING JUNCTION LAYOUT OF PING YUEN ROAD / PING YEUNG INTERCHANGE (J6)

SHEET NUMBER
圖紙編號

FIGURE 3.6



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SCALE 比例: A3 1 : 2000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號

SHEET TITLE 圖紙名稱

2019 OBSERVED TRAFFIC FLOWS

SHEET NUMBER 圖紙編號

FIGURE 3.7

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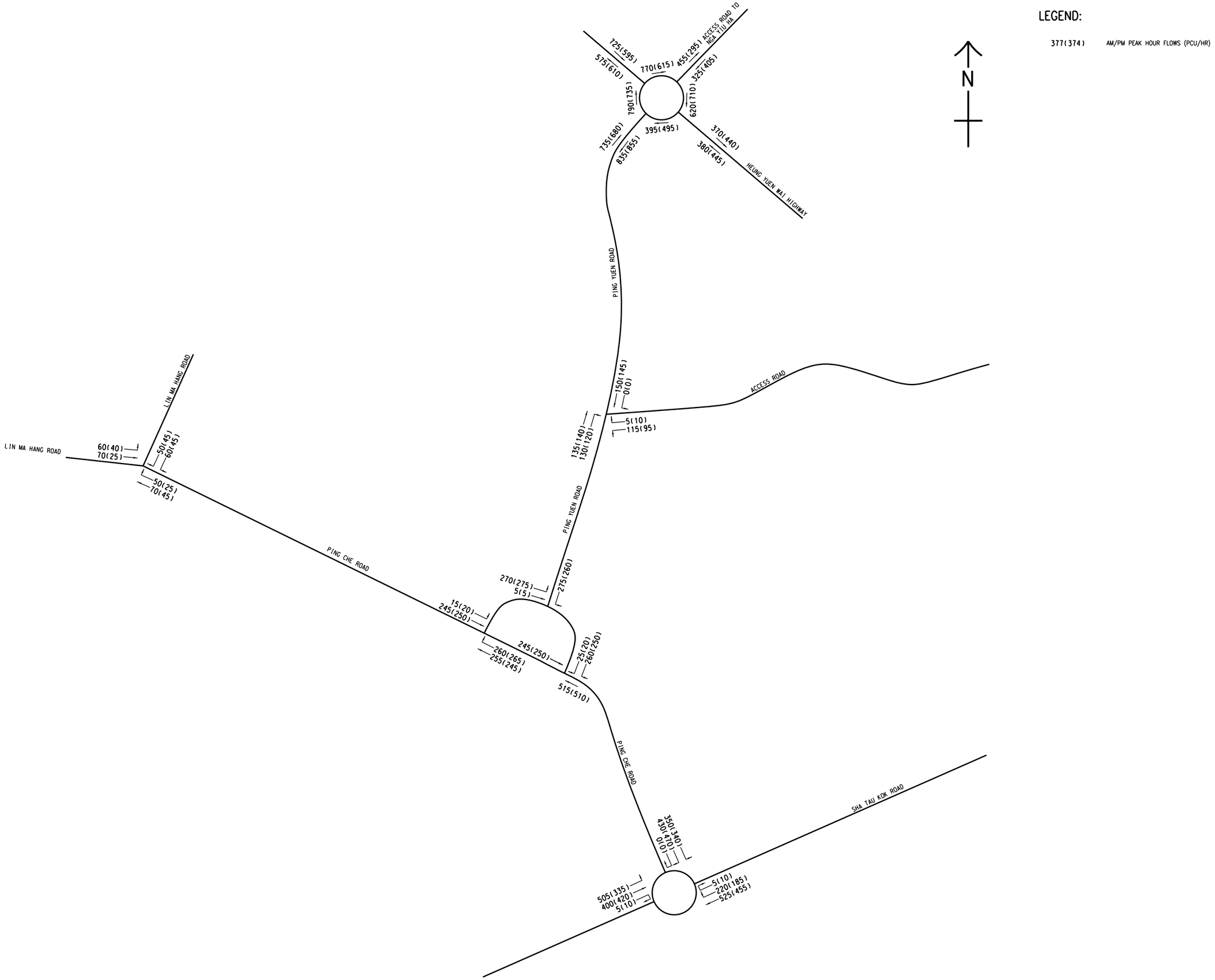
ISO A1 594mm x 841mm

Approved: Checked: Designer: Project Management Initials:

Plot File: byc chanowa 26/12/2021
PATH: F:\JOB BACKUP\60617670\DRAWING\TIA_506.dgn



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階段

SCALE 比例: A3 1 : 2000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

2026 REFERENCE TRAFFIC FLOWS

SHEET NUMBER
圖紙編號

FIGURE 4.1

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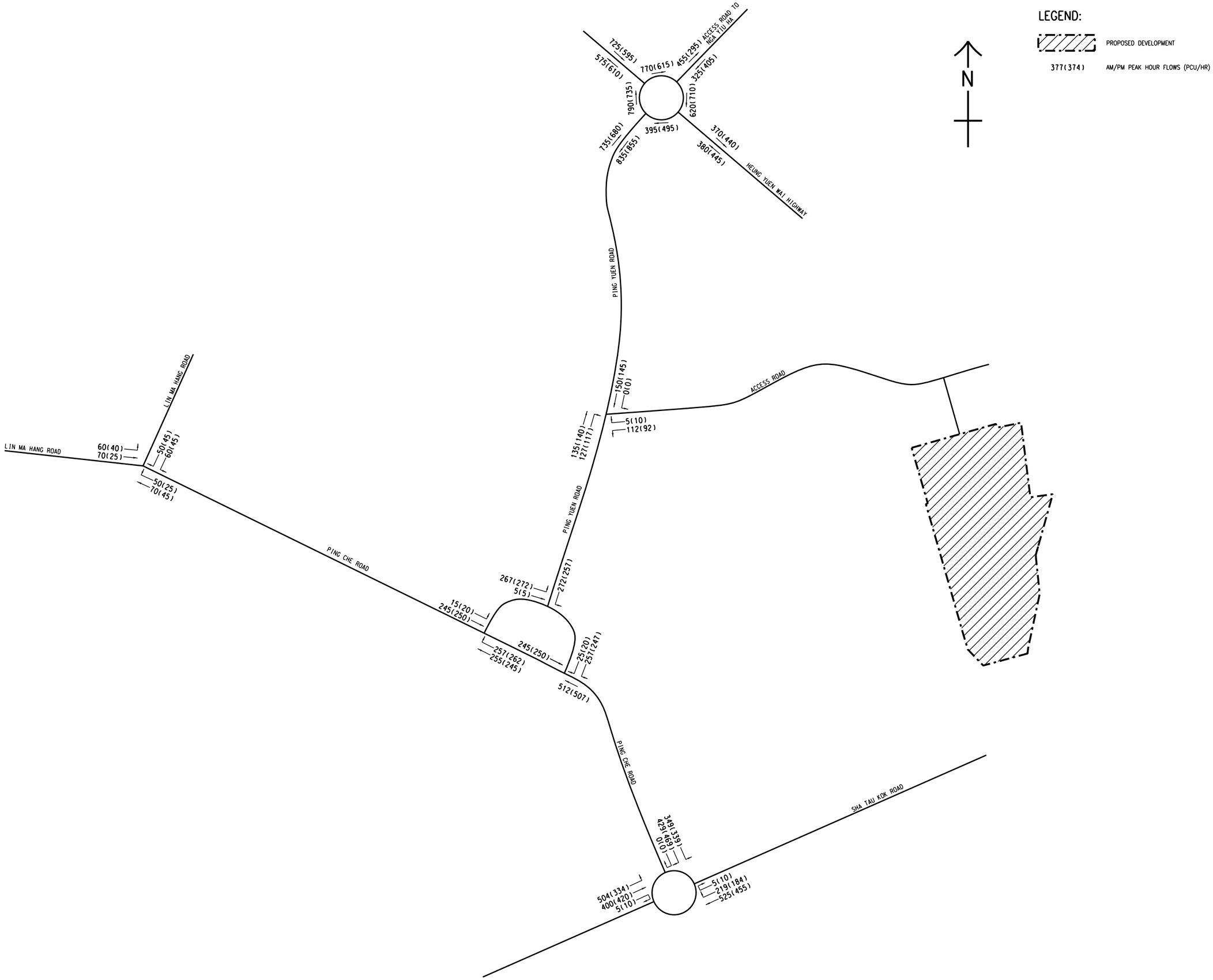
ISO A1 594mm x 841mm

Approved: Checked: Designer: Project Management Initials:

Plot File: byc chancwa 18/10/2021
PATH: F:\JOB BACKUP\60617670\DRAWING\TTIA_507.dgn



Plot File: by: chancwa 18/10/2021
PATH: F:\JOB BACKUP\60617670\DRAWING\TIA_508.dgn

Project Management Initials: Designer: Checked: Approved: ISO A1 594mm x 841mm

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STATUS 階段

SCALE 比例: A3 1 : 2000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號

SHEET TITLE 圖紙名稱

2026 DESIGN TRAFFIC FLOWS

SHEET NUMBER 圖紙編號

FIGURE 4.2

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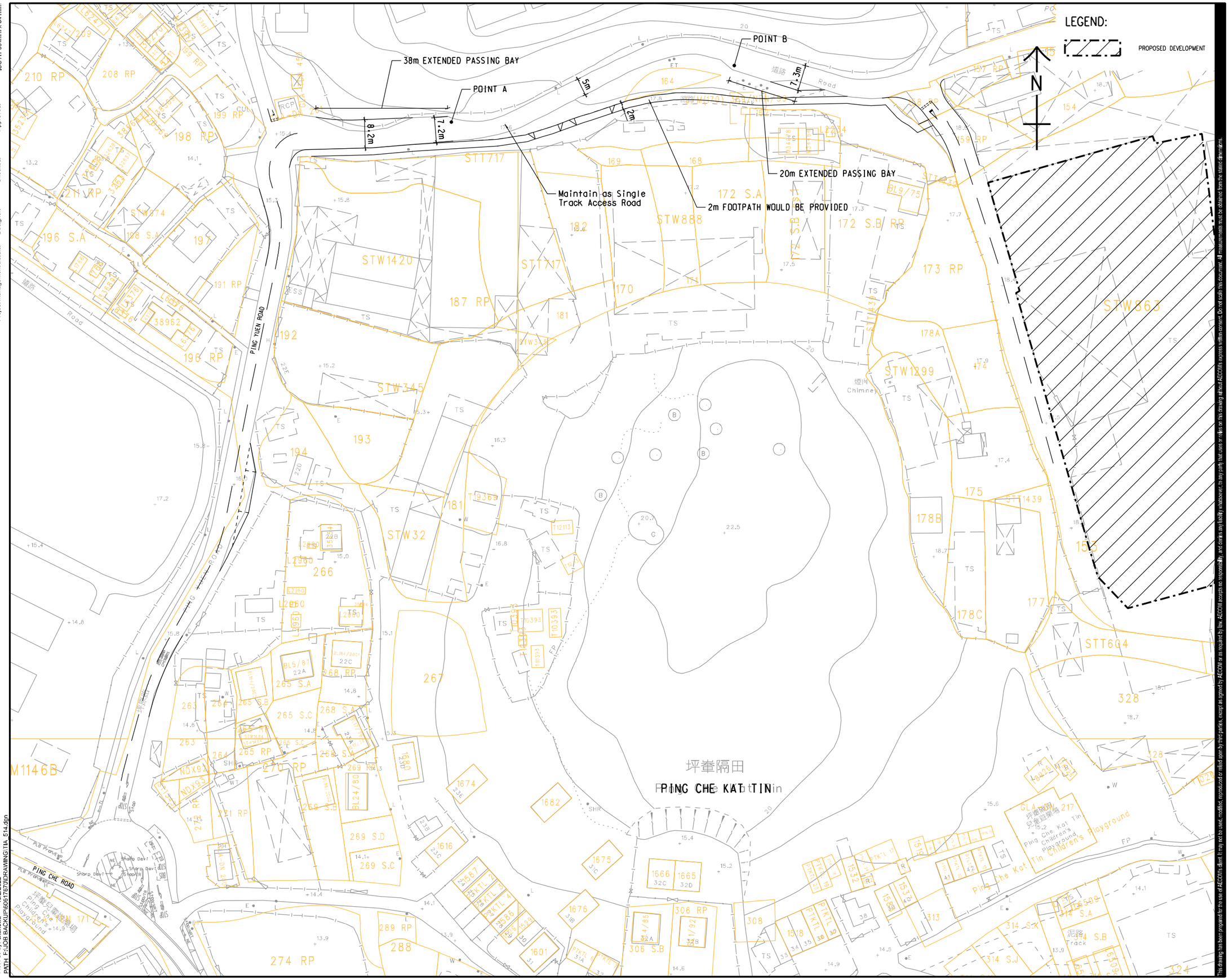

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

Plot File by: cfancwa 18/2/2022
PATH F:\JOB BACKUP\60617670\DRAWING\TIA_514.dgn

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SCALE 比例: A3 1 : 1000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

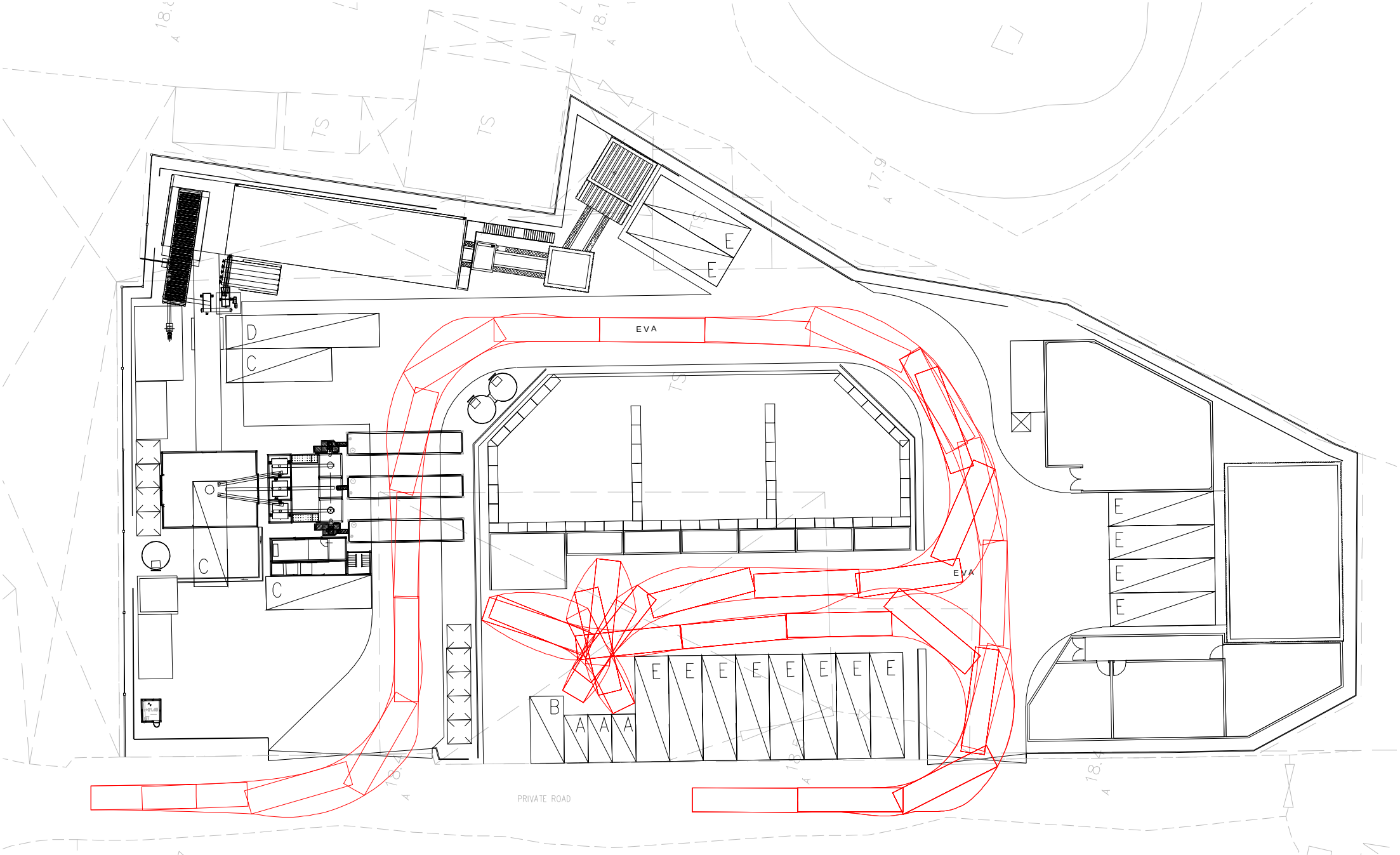
PROPOSED ROAD IMPROVEMENT SCHEME AT PING YUEN ROAD AND ACCESS ROAD

SHEET NUMBER
圖紙編號

FIGURE 5.1

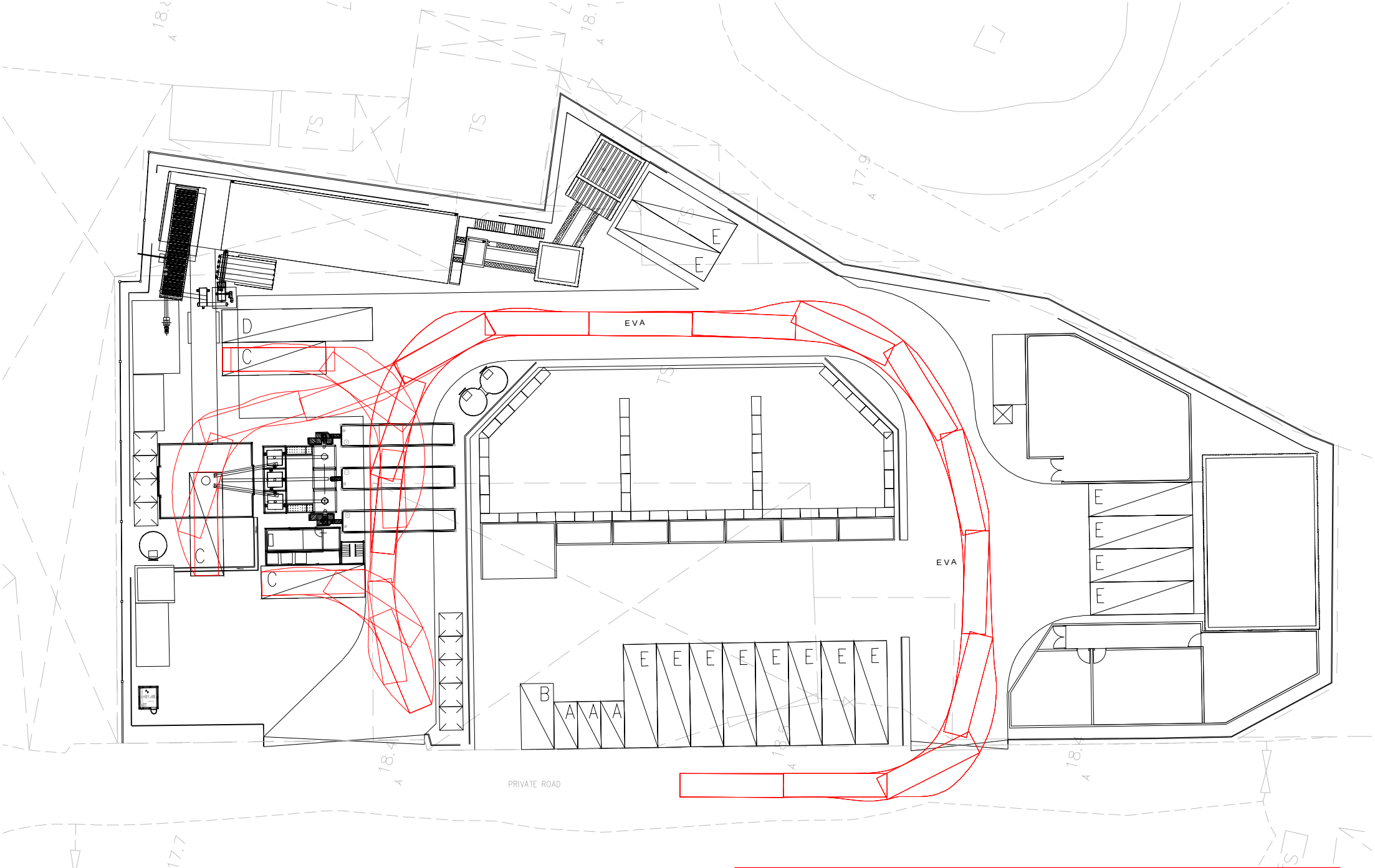
Annex A

Swept Path Analysis



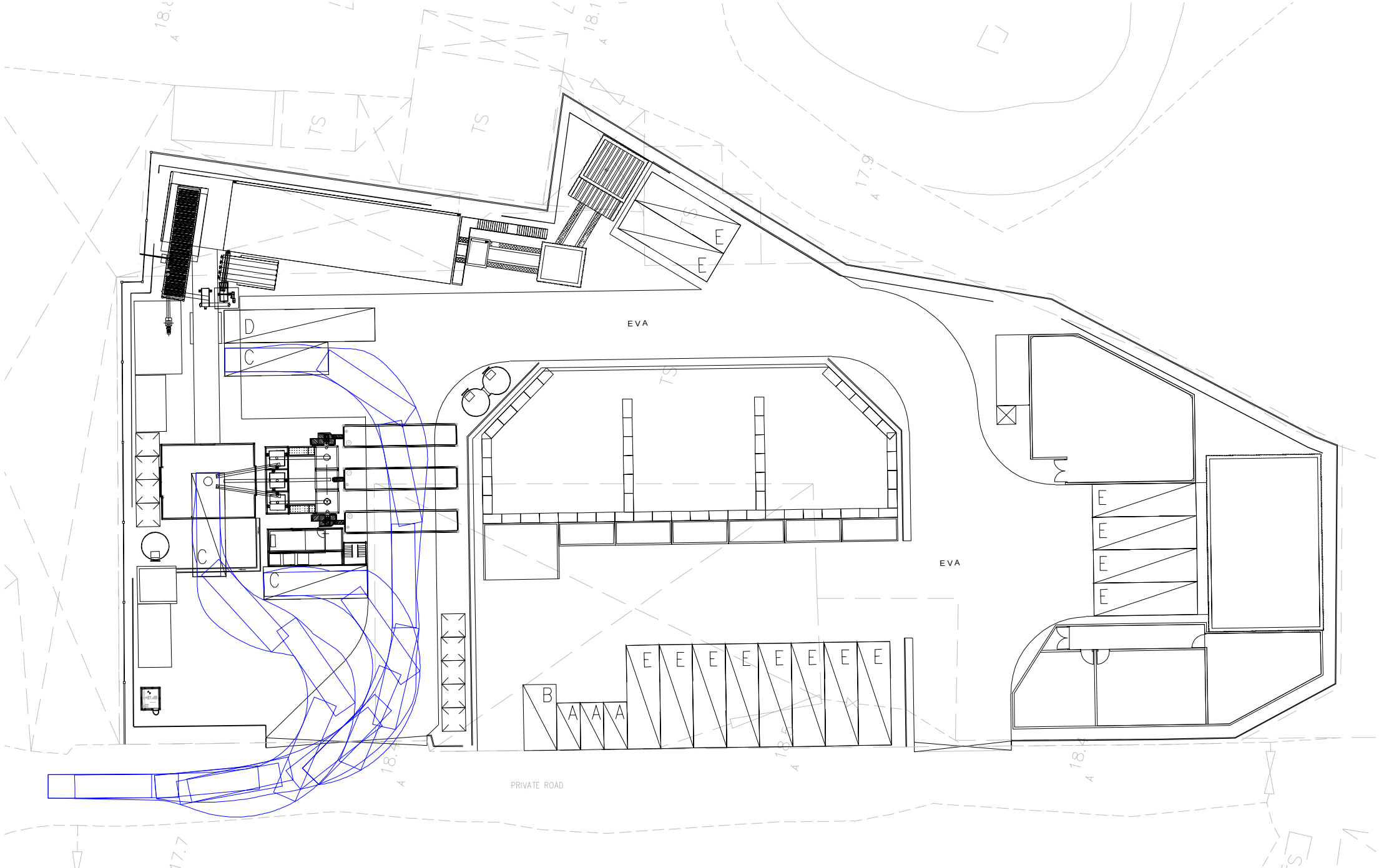
Swept Path Analysis of 11m Vehicle (Circulation)

Drawing: SP1 Scale: 1:500 (A4)



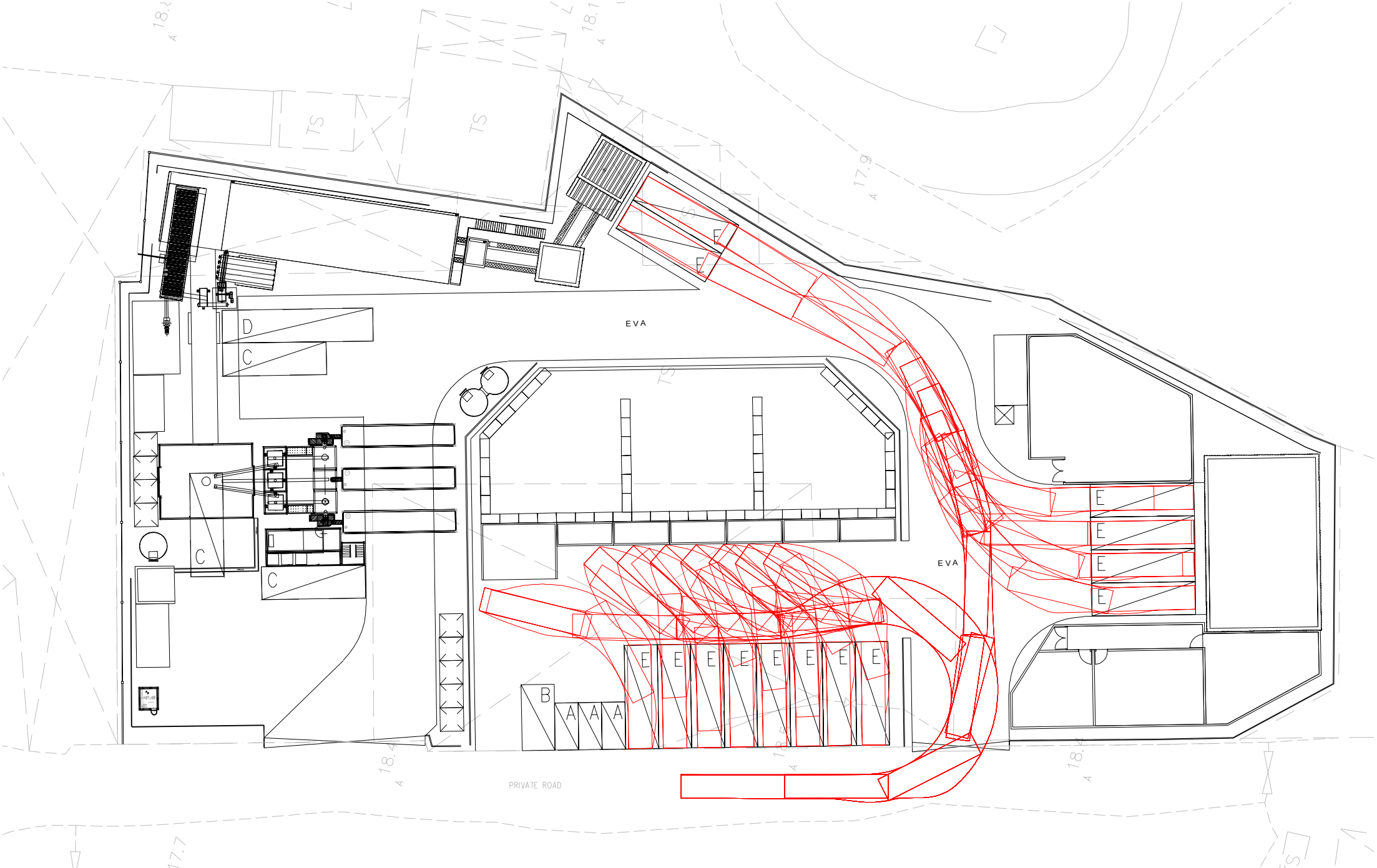
Swept Path Analysis of 11m Vehicle (Ingress) - Loading/Unloading Space

Drawing: SP2 Scale: 1:500 (A4)



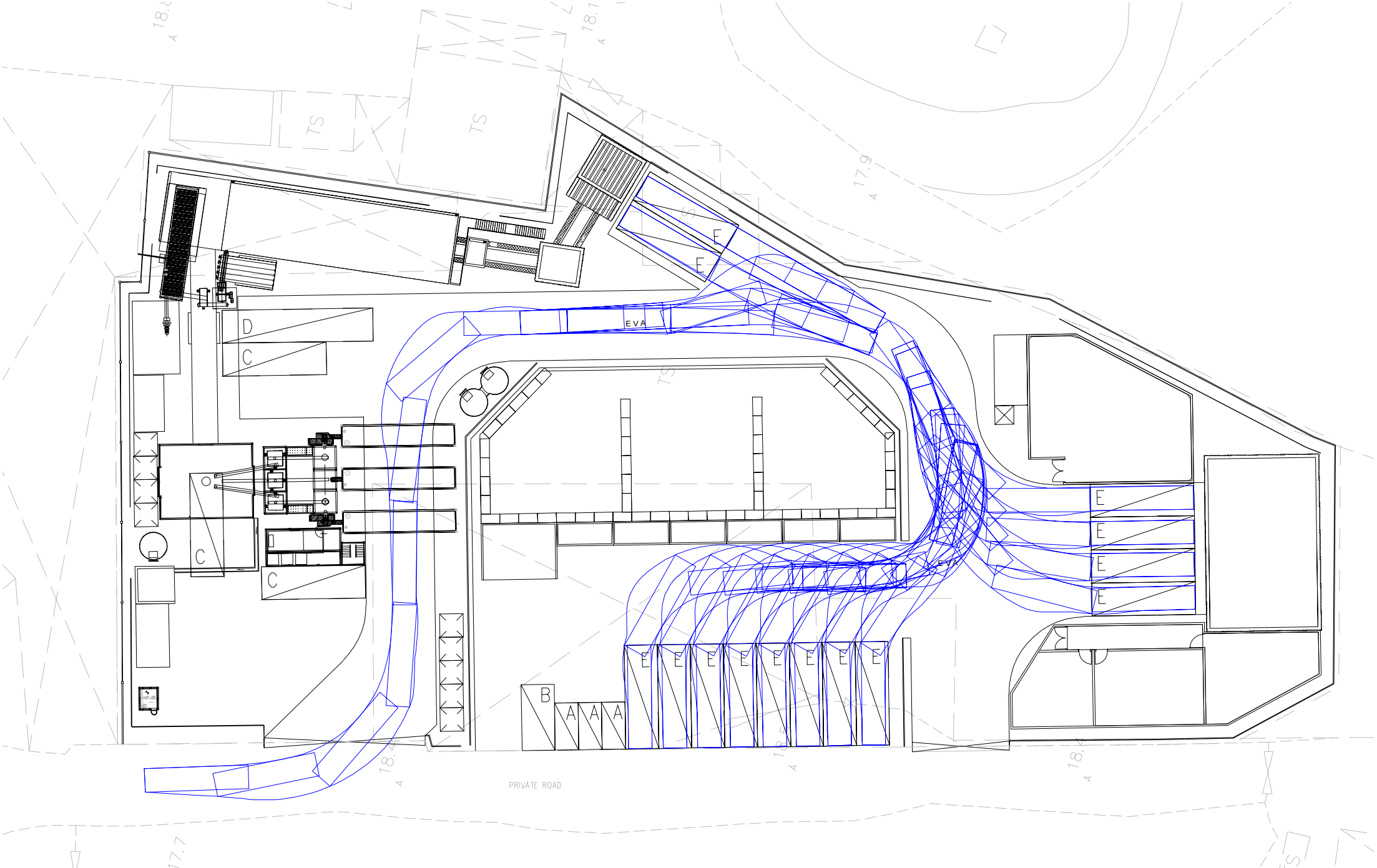
Swept Path Analysis of 11m Vehicle (Egress) - Loading/Unloading Space

Drawing: SP3 Scale: 1:500 (A4)



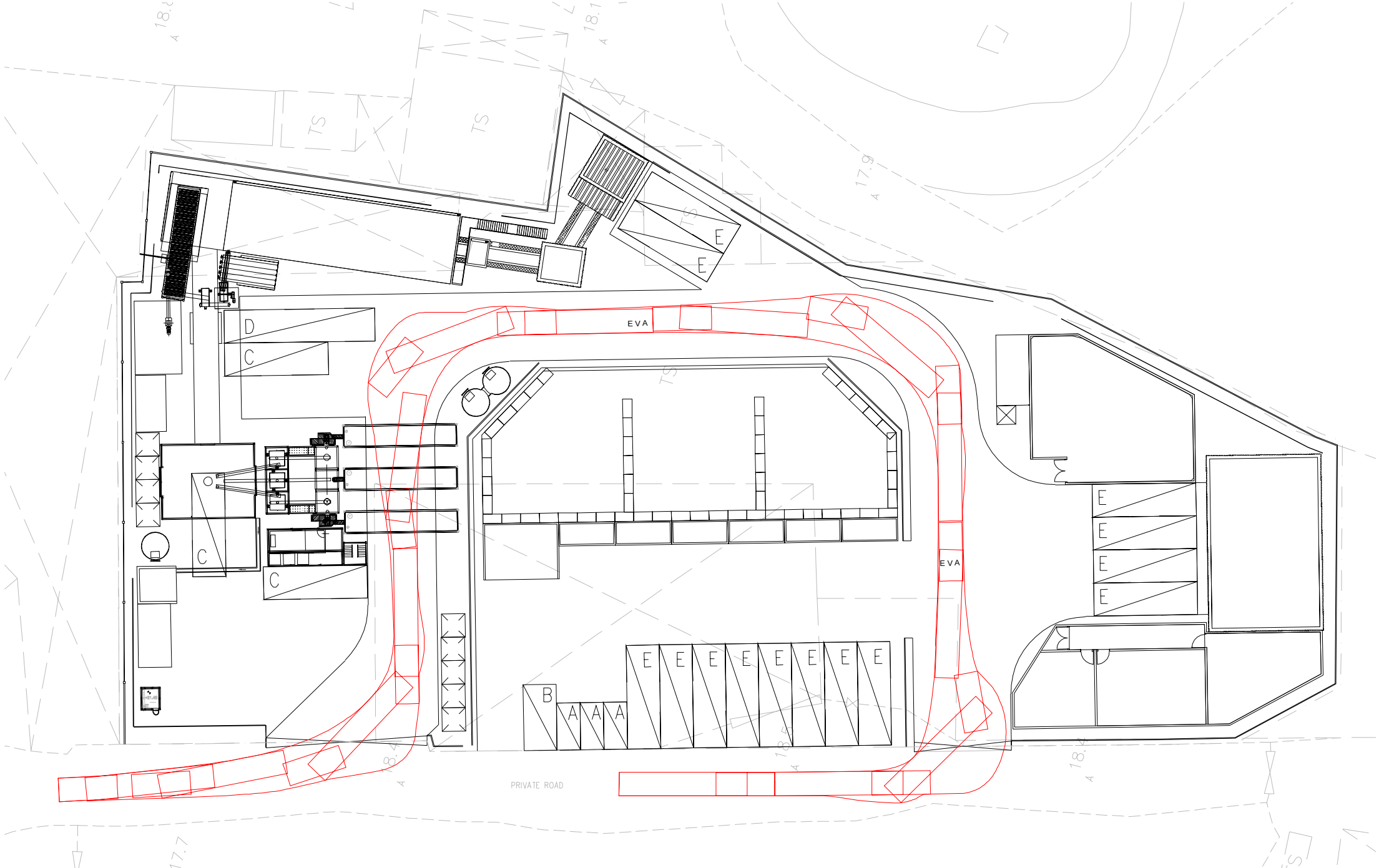
Swept Path Analysis of 11m Vehicle (Ingress) - Waiting Space

Drawing: SP4 Scale: 1:500 (A4)



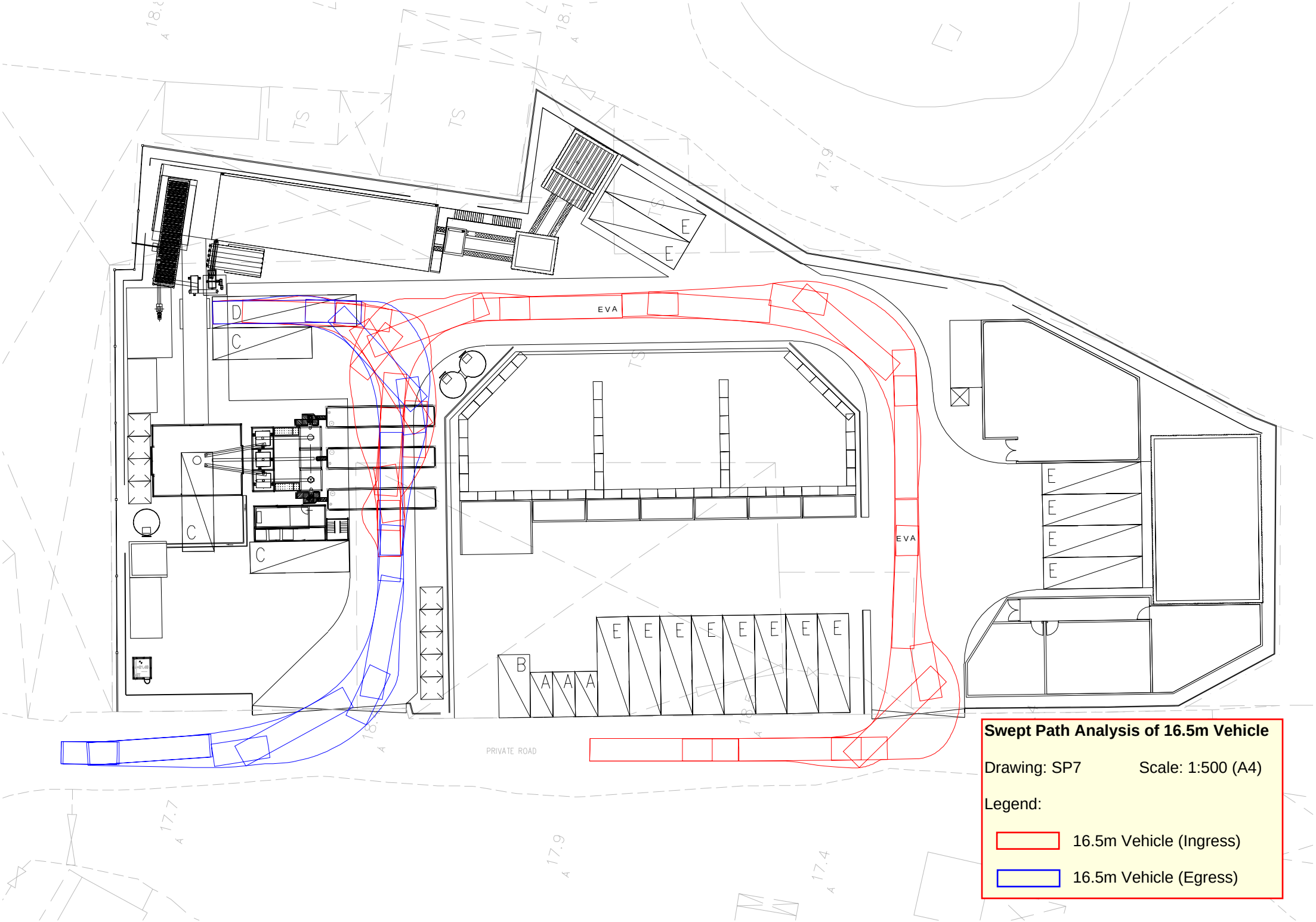
Swept Path Analysis of 11m Vehicle (Egress) - Waiting Space

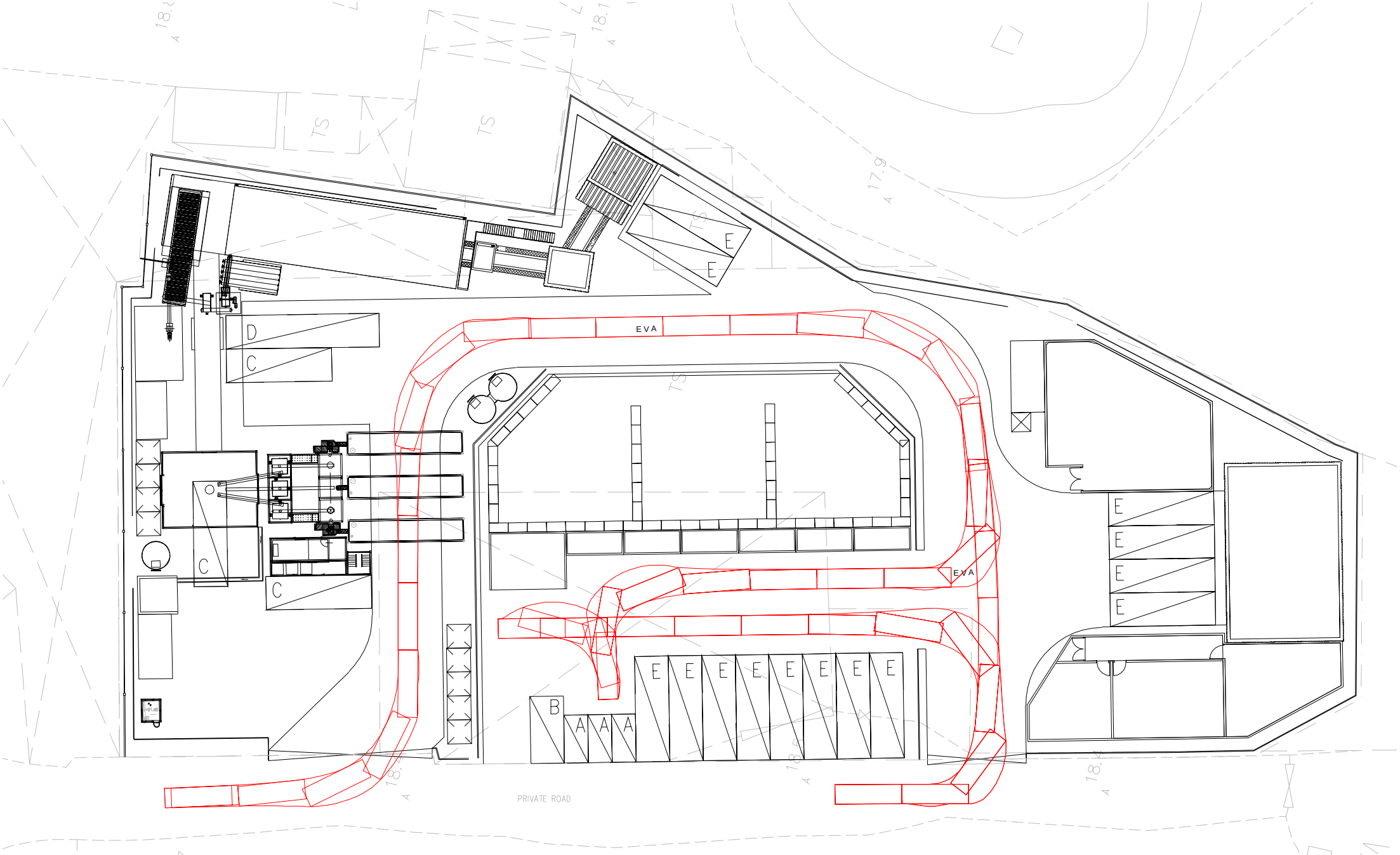
Drawing: SP5 Scale: 1:500 (A4)



Swept Path Analysis of 16.5m Vehicle (Circulation)

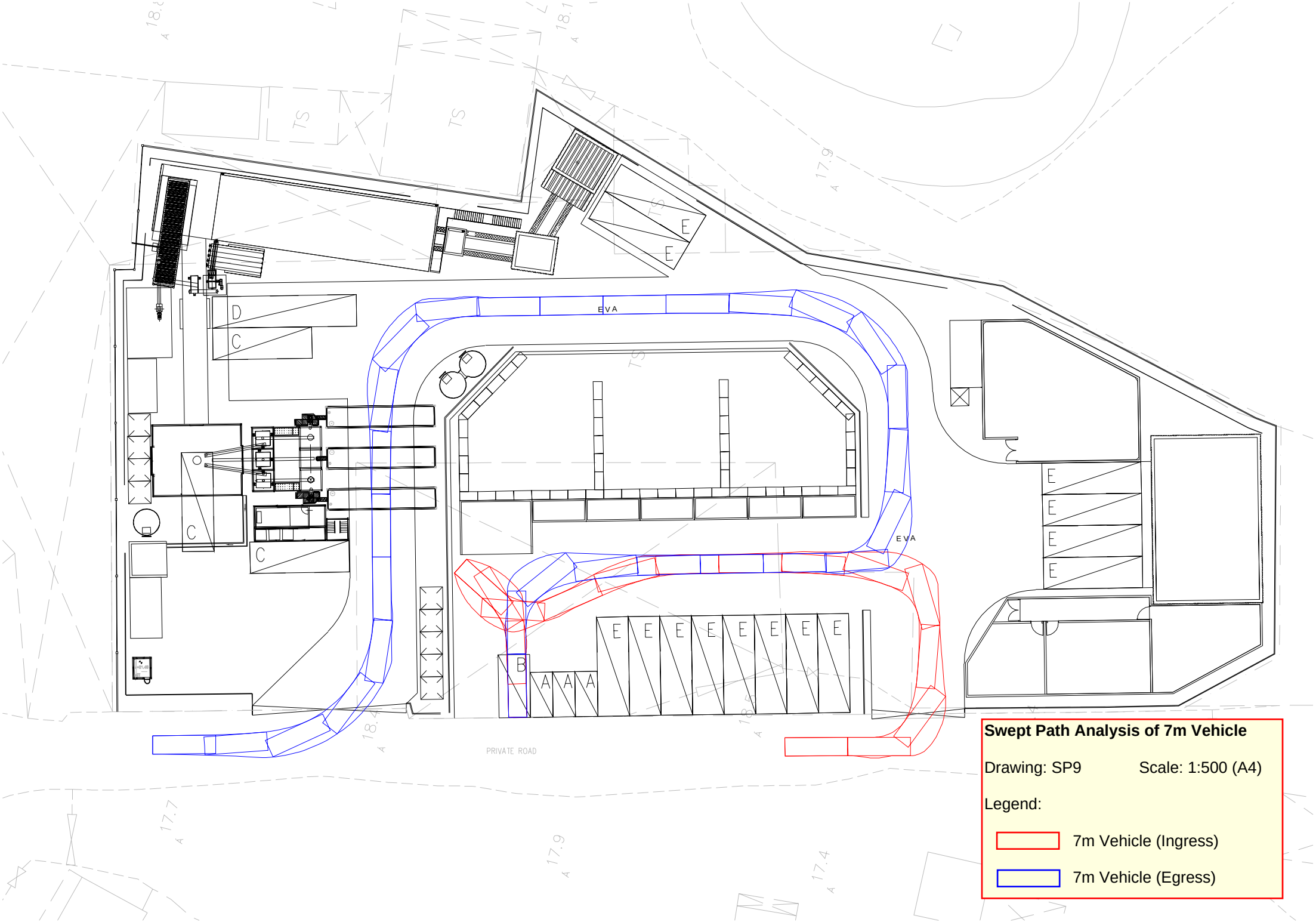
Drawing: SP6 Scale: 1:500 (A4)


EVA
EVA
PRIVATE ROAD
Swept Path Analysis of 16.5m Vehicle
Drawing: SP7
Scale: 1:500 (A4)
Legend:
16.5m Vehicle (Ingress)
16.5m Vehicle (Egress)



Swept Path Analysis of 7m Vehicle (Circulation)

Drawing: SP8 Scale: 1:500 (A4)



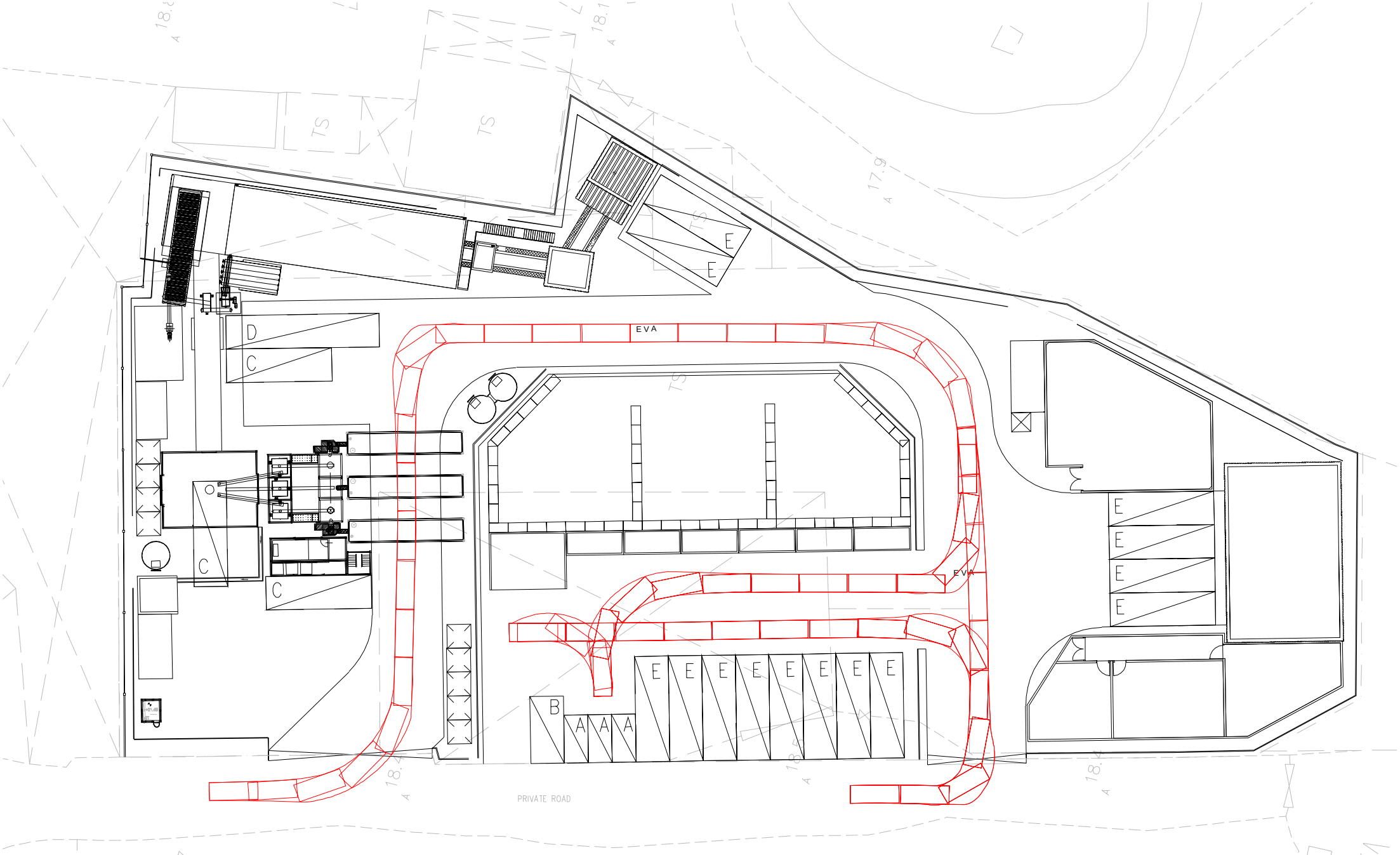
Swept Path Analysis of 7m Vehicle

Drawing: SP9 Scale: 1:500 (A4)

Legend:

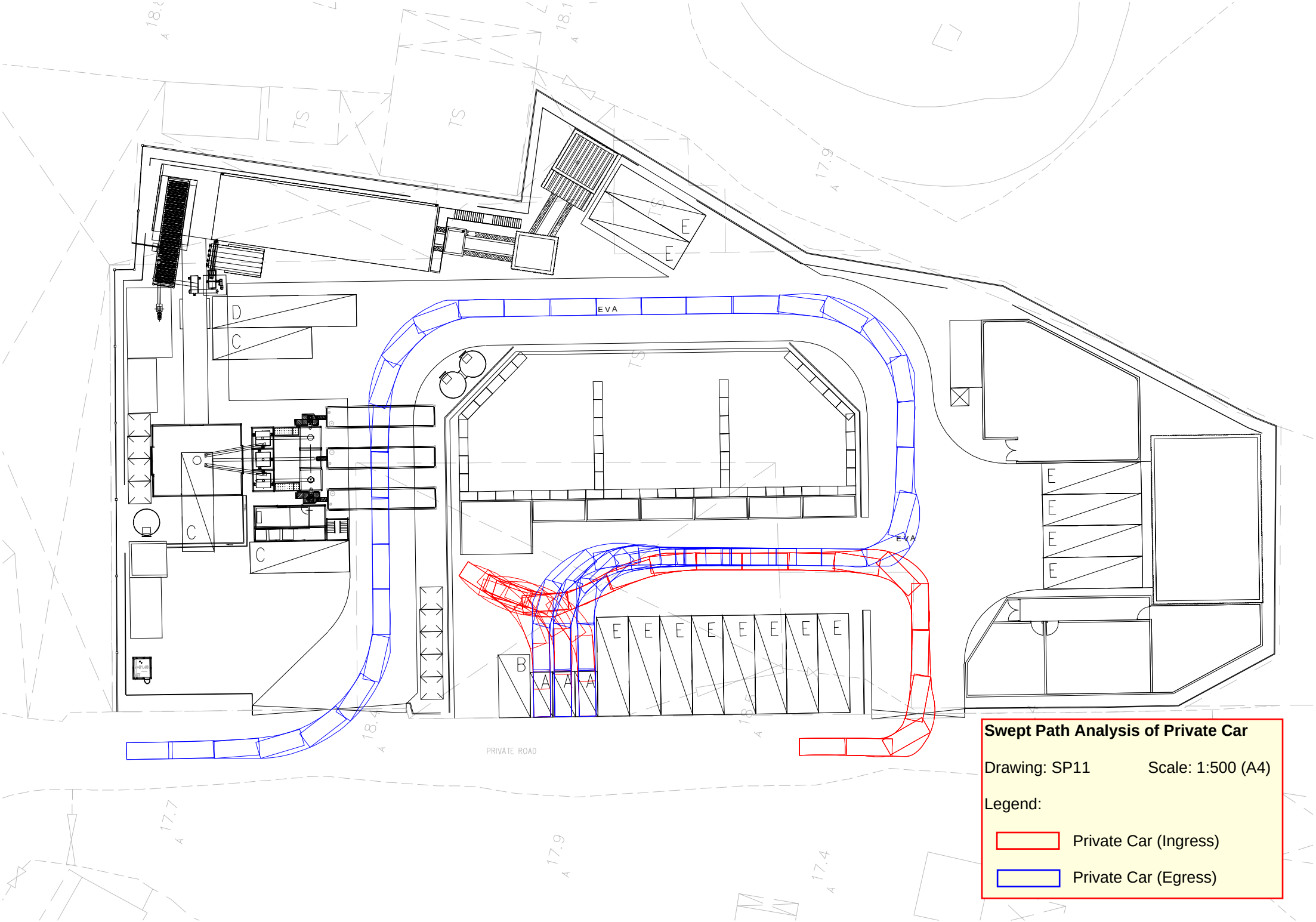
7m Vehicle (Ingress)

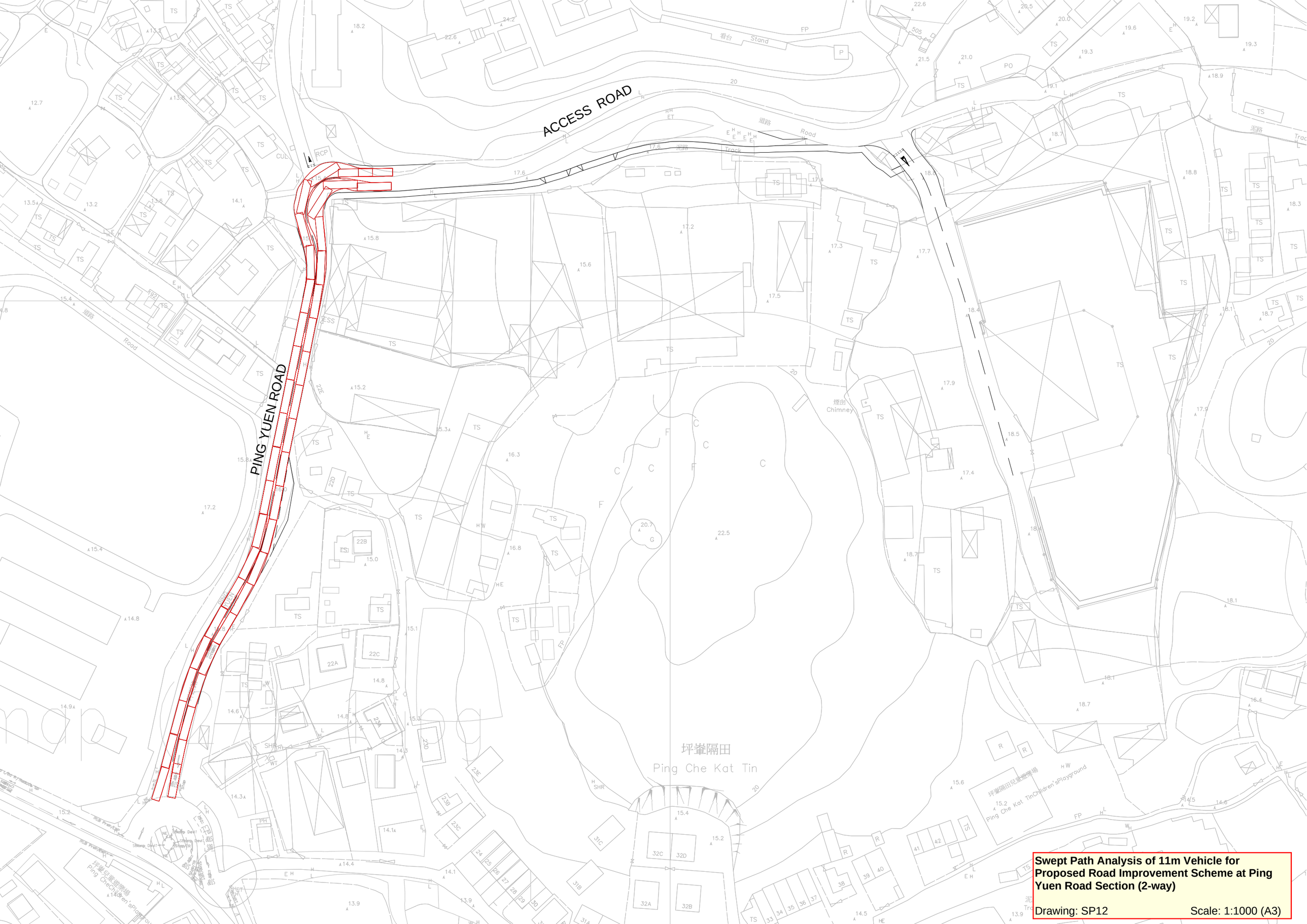
7m Vehicle (Egress)



Swept Path Analysis of Private Car (Circulation)

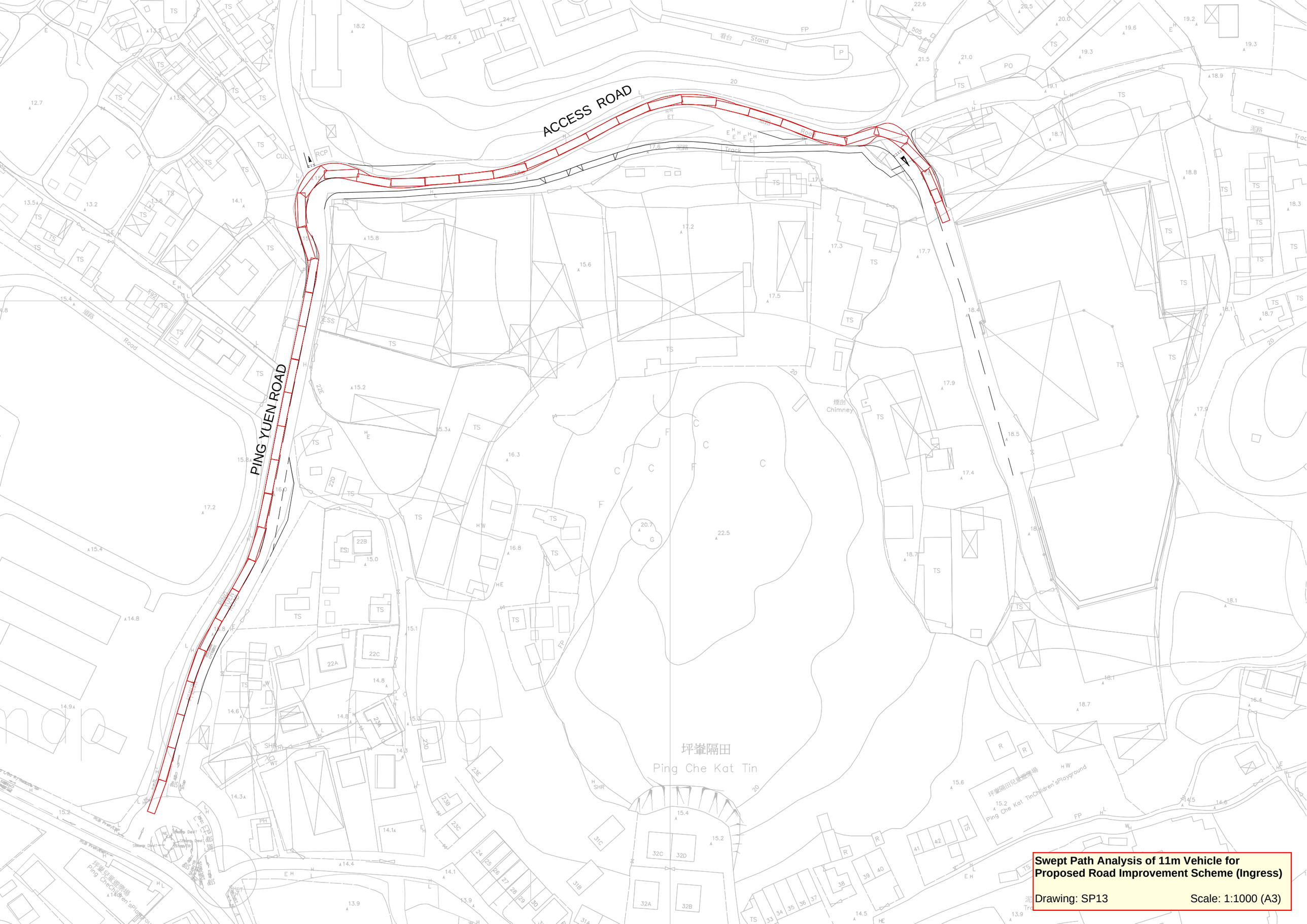
Drawing: SP10 Scale: 1:500 (A4)


EVA
EVA
PRIVATE ROAD
Swept Path Analysis of Private Car
Drawing: SP11
Scale: 1:500 (A4)
Legend:
Private Car (Ingress)
Private Car (Egress)



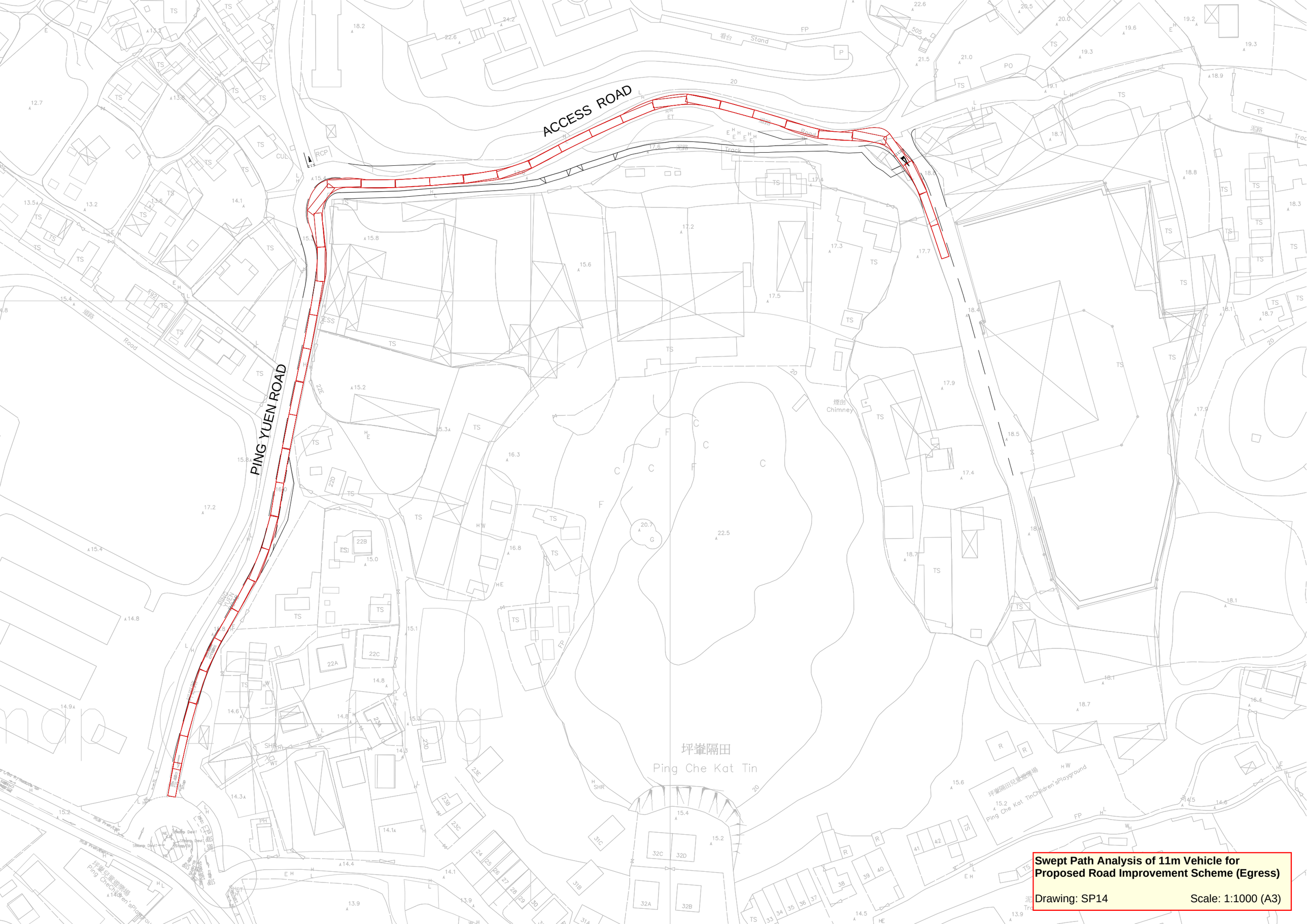
Swept Path Analysis of 11m Vehicle for Proposed Road Improvement Scheme at Ping Yuen Road Section (2-way)

Drawing: SP12 Scale: 1:1000 (A3)



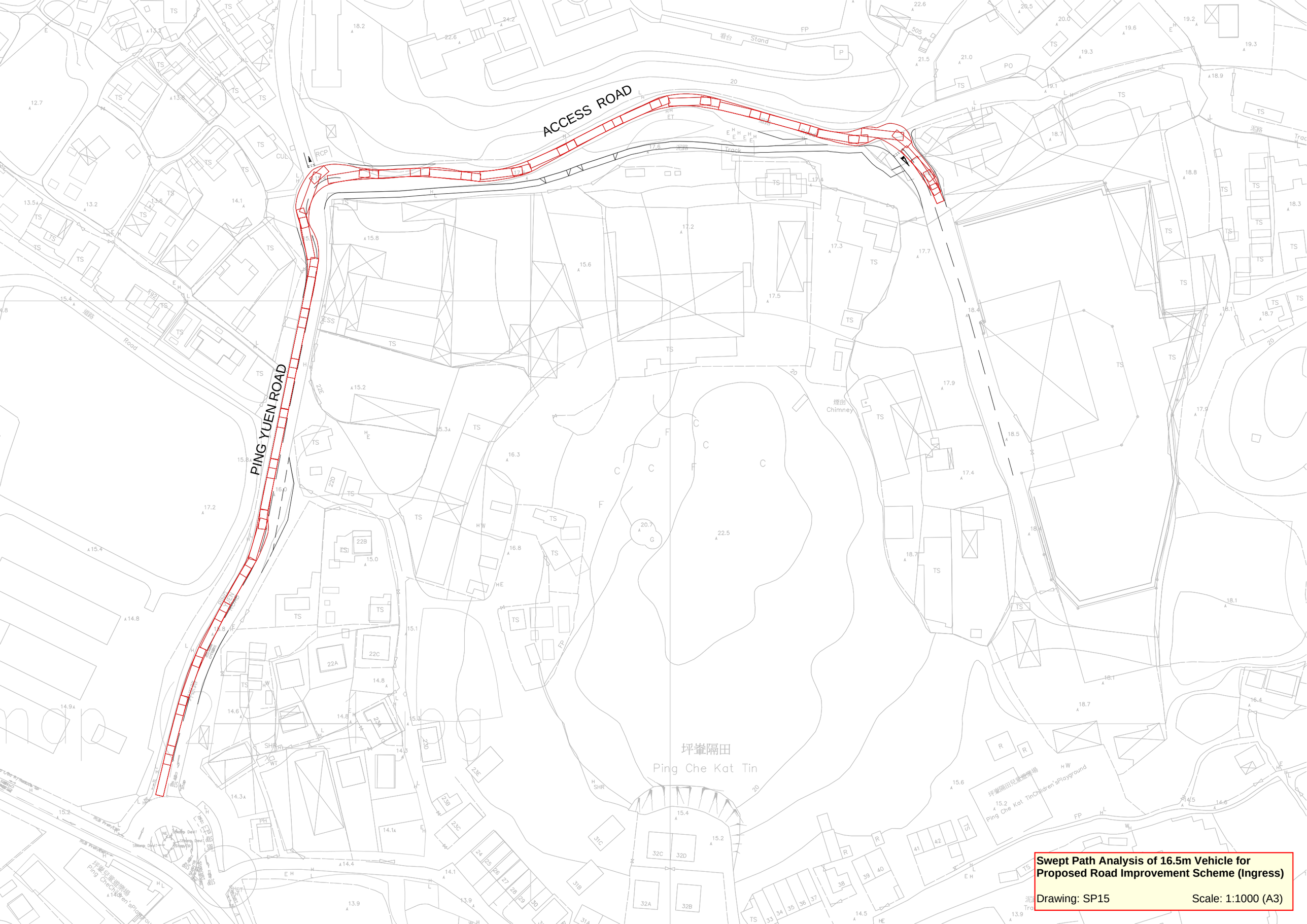
Swept Path Analysis of 11m Vehicle for Proposed Road Improvement Scheme (Ingress)

Drawing: SP13 Scale: 1:1000 (A3)



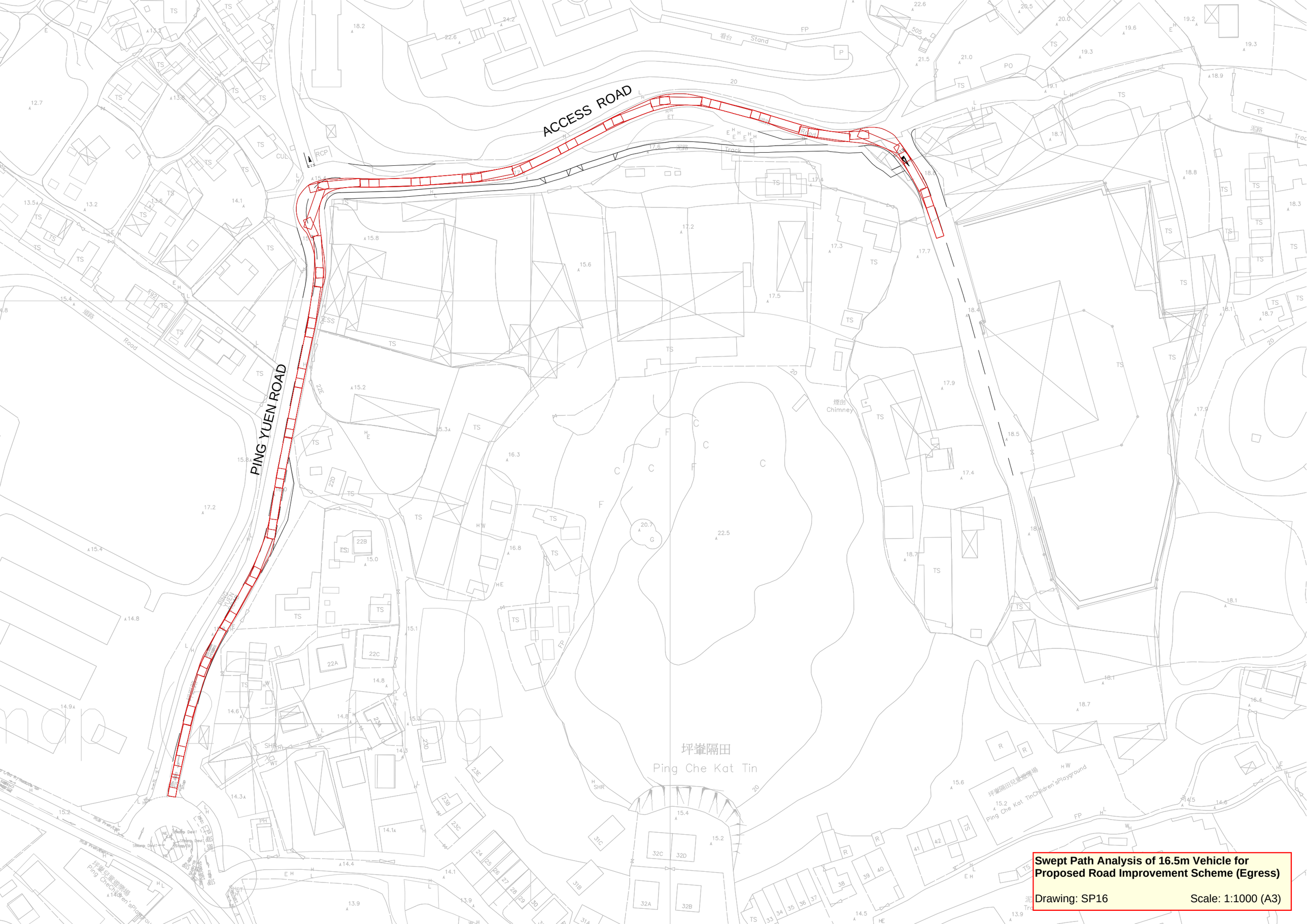
Swept Path Analysis of 11m Vehicle for Proposed Road Improvement Scheme (Egress)

Drawing: SP14 Scale: 1:1000 (A3)



Swept Path Analysis of 16.5m Vehicle for Proposed Road Improvement Scheme (Ingress)

Drawing: SP15 Scale: 1:1000 (A3)



Swept Path Analysis of 16.5m Vehicle for Proposed Road Improvement Scheme (Egress)

Drawing: SP16 Scale: 1:1000 (A3)

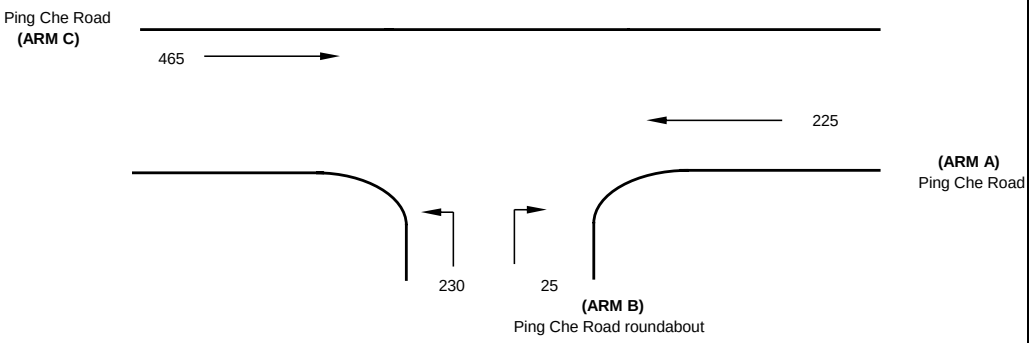
Annex B

Junction Capacity Calculation Sheets

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J1 - Ping Yuen Road / Ping Che Road (Southern)	2019 AM Peak Observed Traffic Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



NOTES : (GEOMETRIC INPUT DATA)

J1

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	225	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	0	(metres)
q c-a	=	465	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3	(metres)
W b-c	=	4.7	(metres)
Vl b-a	=	210	(metres)
Vr b-a	=	28	(metres)
Vr b-c	=	34	(metres)
q b-a	=	25	(pcu/hr)
q b-c	=	230	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.892161
E	=	1.013661
F	=	0.762036
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	432
Q b-c	=	692
Q c-b	=	520
Q b-ac	=	654

CRITICAL DFC = 0.39

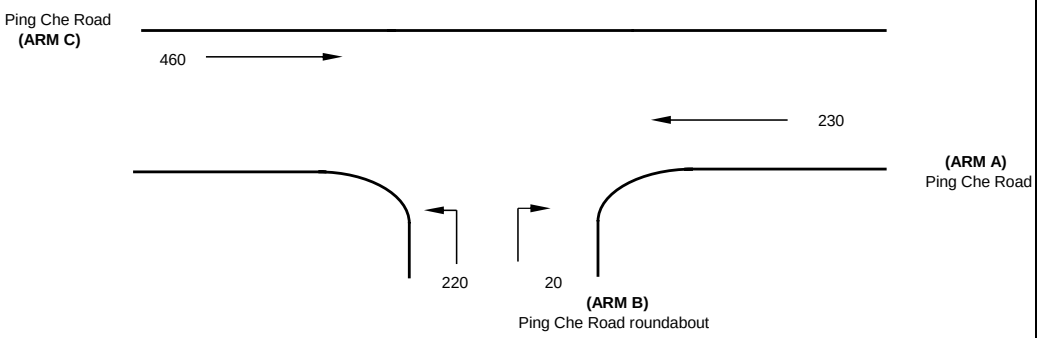
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.06
DFC b-c	=	0.33
DFC c-b	=	0.00
DFC b-ac	=	0.39

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J1 - Ping Yuen Road / Ping Che Road (Southern)	2019 PM Peak Observed Traffic Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



J1

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	230	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	0	(metres)
q c-a	=	460	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3	(metres)
W b-c	=	4.7	(metres)
Vl b-a	=	210	(metres)
Vr b-a	=	28	(metres)
Vr b-c	=	34	(metres)
q b-a	=	20	(pcu/hr)
q b-c	=	220	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.892161
E	=	1.013661
F	=	0.762036
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	431
Q b-c	=	691
Q c-b	=	519
Q b-ac	=	658

CRITICAL DFC = 0.36

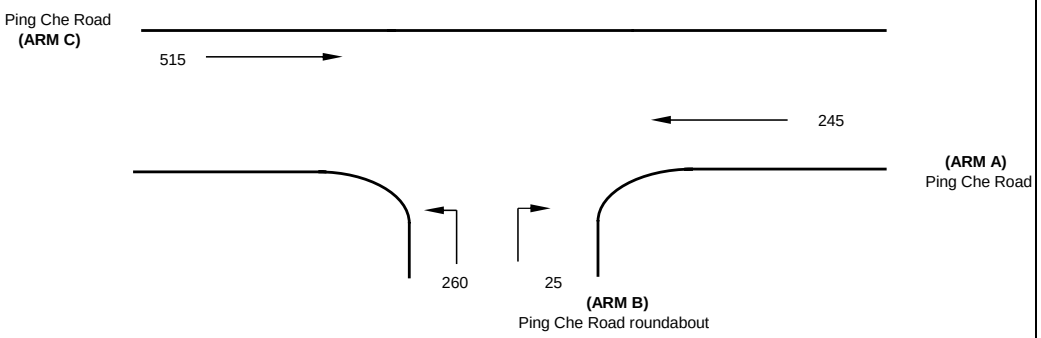
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.05
DFC b-c	=	0.32
DFC c-b	=	0.00
DFC b-ac	=	0.36

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J1 - Ping Yuen Road / Ping Che Road (Southern)	2026 AM Peak Reference Traffic Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



J1

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	245	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	0	(metres)
q c-a	=	515	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3	(metres)
W b-c	=	4.7	(metres)
Vl b-a	=	210	(metres)
Vr b-a	=	28	(metres)
Vr b-c	=	34	(metres)
q b-a	=	25	(pcu/hr)
q b-c	=	260	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.892161
E	=	1.013661
F	=	0.762036
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	419
Q b-c	=	687
Q c-b	=	516
Q b-ac	=	650

CRITICAL DFC = 0.44

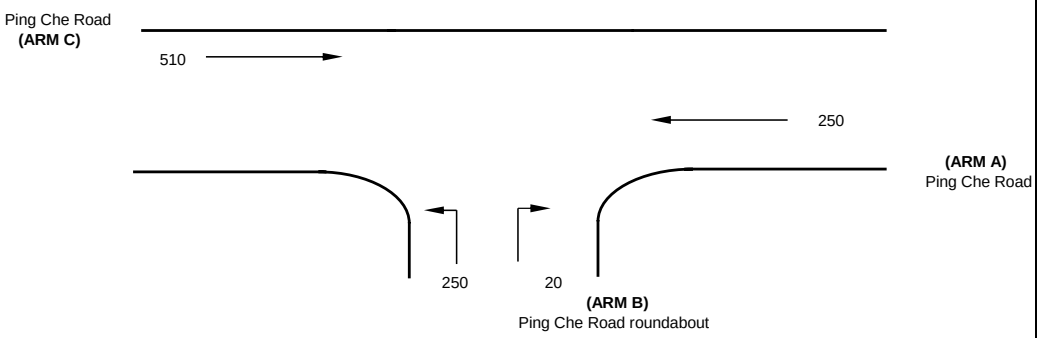
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.06
DFC b-c	=	0.38
DFC c-b	=	0.00
DFC b-ac	=	0.44

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J1 - Ping Yuen Road / Ping Che Road (Southern)	2026 PM Peak Reference Traffic Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



NOTES : (GEOMETRIC INPUT DATA)

J1

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	250	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	0	(metres)
q c-a	=	510	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3	(metres)
W b-c	=	4.7	(metres)
Vl b-a	=	210	(metres)
Vr b-a	=	28	(metres)
Vr b-c	=	34	(metres)
q b-a	=	20	(pcu/hr)
q b-c	=	250	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.892161
E	=	1.013661
F	=	0.762036
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	419
Q b-c	=	685
Q c-b	=	515
Q b-ac	=	654

CRITICAL DFC = 0.41

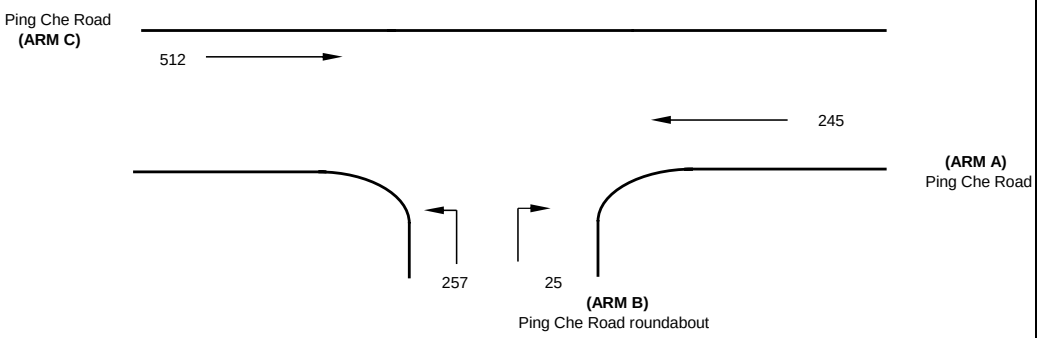
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.05
DFC b-c	=	0.36
DFC c-b	=	0.00
DFC b-ac	=	0.41

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J1 - Ping Yuen Road / Ping Che Road (Southern)	2026 AM Peak Design Traffic Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



J1

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	245	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	0	(metres)
q c-a	=	512	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3	(metres)
W b-c	=	4.7	(metres)
Vl b-a	=	210	(metres)
Vr b-a	=	28	(metres)
Vr b-c	=	34	(metres)
q b-a	=	25	(pcu/hr)
q b-c	=	257	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.892161
E	=	1.013661
F	=	0.762036
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	420
Q b-c	=	687
Q c-b	=	516
Q b-ac	=	650

CRITICAL DFC = 0.43

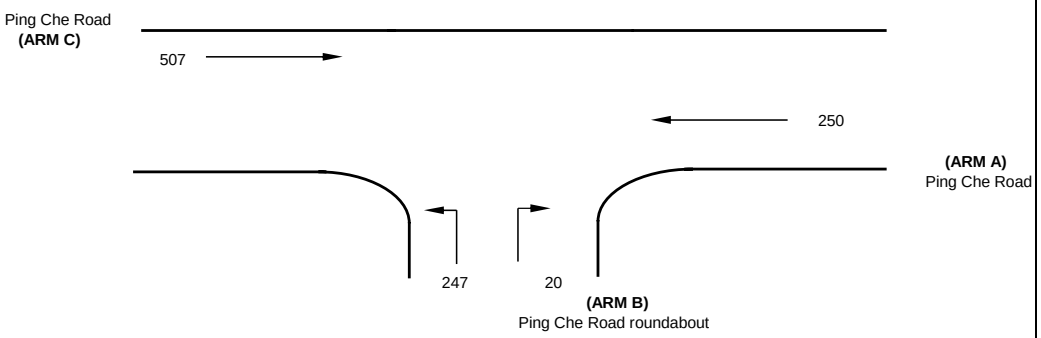
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.06
DFC b-c	=	0.37
DFC c-b	=	0.00
DFC b-ac	=	0.43

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J1 - Ping Yuen Road / Ping Che Road (Southern)	2026 PM Peak Design Traffic Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



J1

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	250	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	0	(metres)
q c-a	=	507	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3	(metres)
W b-c	=	4.7	(metres)
Vl b-a	=	210	(metres)
Vr b-a	=	28	(metres)
Vr b-c	=	34	(metres)
q b-a	=	20	(pcu/hr)
q b-c	=	247	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.892161
E	=	1.013661
F	=	0.762036
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	419
Q b-c	=	685
Q c-b	=	515
Q b-ac	=	654

CRITICAL DFC = 0.41

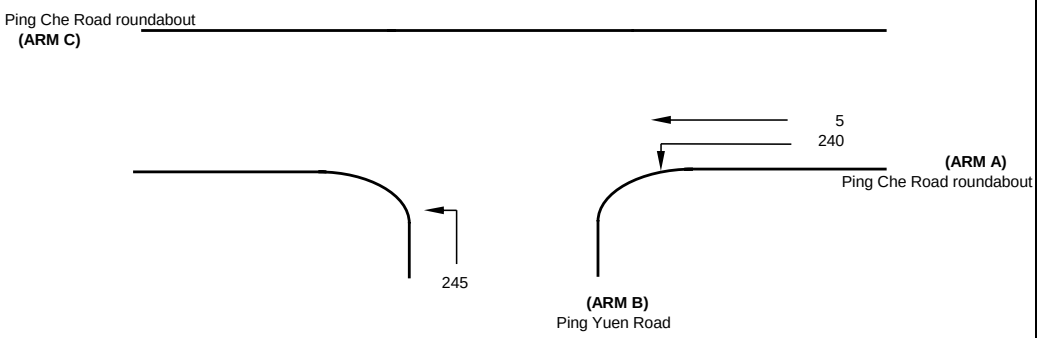
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.05
DFC b-c	=	0.36
DFC c-b	=	0.00
DFC b-ac	=	0.41

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J2 - Ping Yuen Road / Ping Che Road (Northern)	2019 AM Peak Observed Traffic Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



NOTES : (GEOMETRIC INPUT DATA)

J2

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5	(metres)
W cr	=	0	(metres)
q a-b	=	240	(pcu/hr)
q a-c	=	5	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.5	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	28	(metres)
Vr b-c	=	28	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	245	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.822883
E	=	0.904267
F	=	0.585955
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	500
Q b-c	=	656
Q c-b	=	409
Q b-ac	=	656

CRITICAL DFC = 0.37

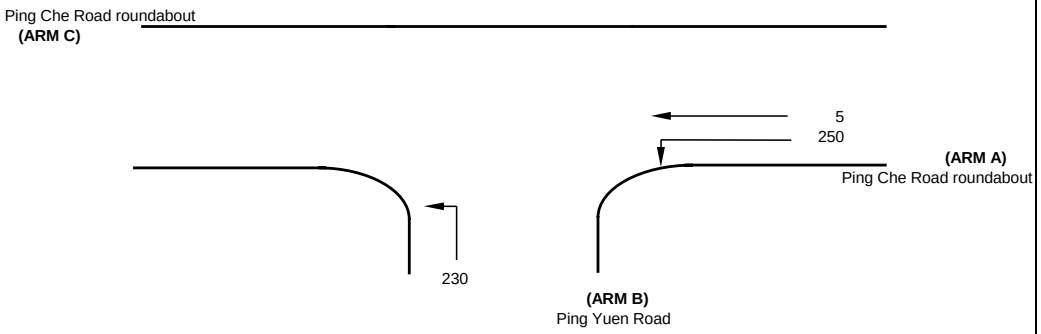
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.37
DFC c-b	=	0.00
DFC b-ac	=	0.37

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J2 - Ping Yuen Road / Ping Che Road (Northern)	2019 PM Peak Observed Traffic Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



NOTES : (GEOMETRIC INPUT DATA)

J2

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5	(metres)
W cr	=	0	(metres)
q a-b	=	250	(pcu/hr)
q a-c	=	5	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.5	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	28	(metres)
Vr b-c	=	28	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	230	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.822883
E	=	0.904267
F	=	0.585955
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	499
Q b-c	=	655
Q c-b	=	407
Q b-ac	=	655

CRITICAL DFC = 0.35

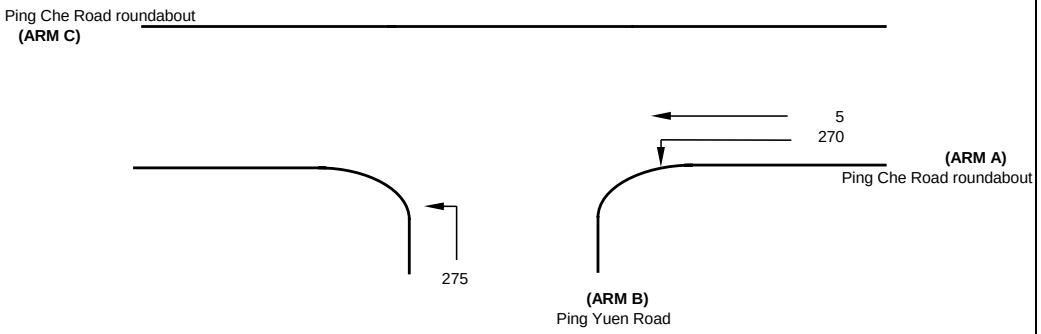
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.35
DFC c-b	=	0.00
DFC b-ac	=	0.35

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J2 - Ping Yuen Road / Ping Che Road (Northern)	2026 AM Peak Reference Traffic Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



NOTES : (GEOMETRIC INPUT DATA)

J2

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5	(metres)
W cr	=	0	(metres)
q a-b	=	270	(pcu/hr)
q a-c	=	5	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.5	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	28	(metres)
Vr b-c	=	28	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	275	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.822883
E	=	0.904267
F	=	0.585955
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	498
Q b-c	=	654
Q c-b	=	405
Q b-ac	=	654

CRITICAL DFC = 0.42

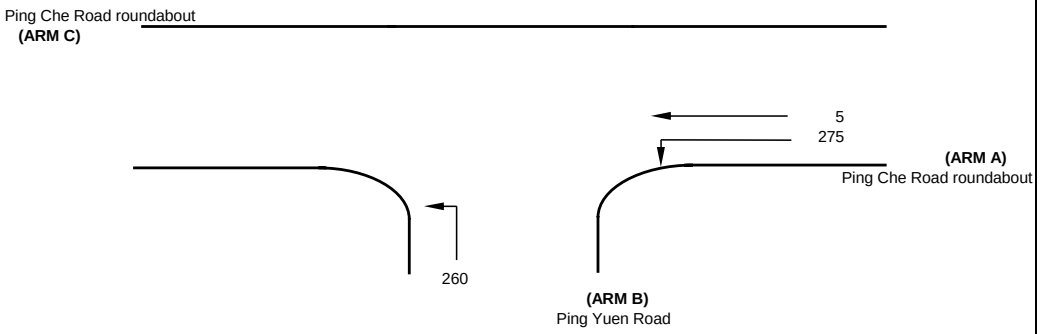
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.42
DFC c-b	=	0.00
DFC b-ac	=	0.42

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J2 - Ping Yuen Road / Ping Che Road (Northern)	2026 PM Peak Reference Traffic Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



NOTES : (GEOMETRIC INPUT DATA)

J2

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5	(metres)
W cr	=	0	(metres)
q a-b	=	275	(pcu/hr)
q a-c	=	5	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.5	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	28	(metres)
Vr b-c	=	28	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	260	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.822883
E	=	0.904267
F	=	0.585955
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	498
Q b-c	=	654
Q c-b	=	405
Q b-ac	=	654

CRITICAL DFC = 0.40

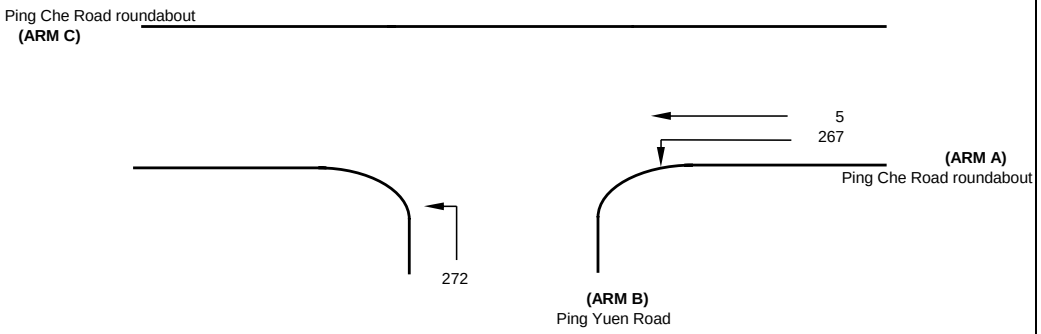
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.40
DFC c-b	=	0.00
DFC b-ac	=	0.40

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J2 - Ping Yuen Road / Ping Che Road (Northern)	2026 AM Peak Design Traffic Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



NOTES : (GEOMETRIC INPUT DATA)

J2

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5	(metres)
W cr	=	0	(metres)
q a-b	=	267	(pcu/hr)
q a-c	=	5	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.5	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	28	(metres)
Vr b-c	=	28	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	272	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.822883
E	=	0.904267
F	=	0.585955
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	498
Q b-c	=	654
Q c-b	=	406
Q b-ac	=	654

CRITICAL DFC = 0.42

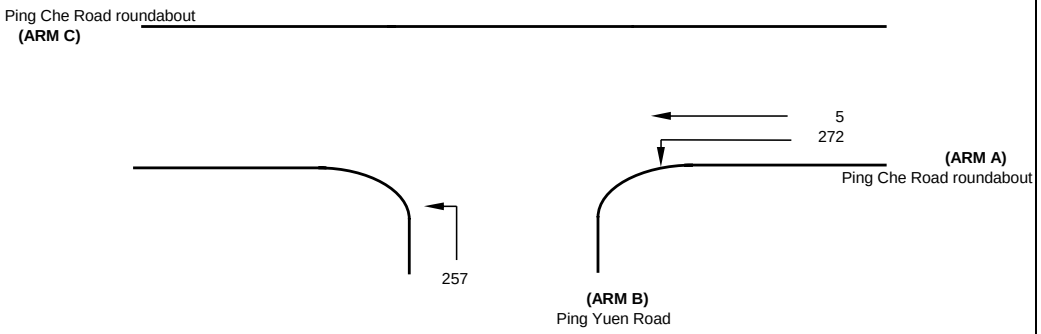
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.42
DFC c-b	=	0.00
DFC b-ac	=	0.42

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J2 - Ping Yuen Road / Ping Che Road (Northern)	2026 PM Peak Design Traffic Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



NOTES : (GEOMETRIC INPUT DATA)

J2

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5	(metres)
W cr	=	0	(metres)
q a-b	=	272	(pcu/hr)
q a-c	=	5	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.5	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	28	(metres)
Vr b-c	=	28	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	257	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.822883
E	=	0.904267
F	=	0.585955
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	498
Q b-c	=	654
Q c-b	=	405
Q b-ac	=	654

CRITICAL DFC = 0.39

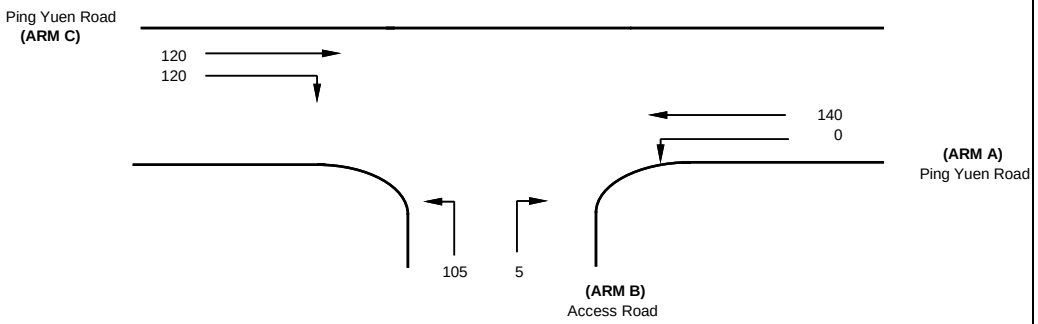
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.39
DFC c-b	=	0.00
DFC b-ac	=	0.39

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J3 - Ping Yuen Road / Access Road	2019 AM Peak Observed Traffic Flows	Designed By :	Checked By :	Job No. : -	Date : Oct 21



NOTES : (GEOMETRIC INPUT DATA)

J3

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	5.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	140	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	65	(metres)
q c-a	=	120	(pcu/hr)
q c-b	=	120	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	18	(metres)
Vr b-a	=	19	(metres)
Vr b-c	=	19	(metres)
q b-a	=	5	(pcu/hr)
q b-c	=	105	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.864640
E	=	0.939009
F	=	0.624383
Y	=	0.820600

THE CAPACITY OF MOVEMENT :

Q b-a	=	442
Q b-c	=	660
Q c-b	=	439
Q b-ac	=	646

CRITICAL DFC = 0.27

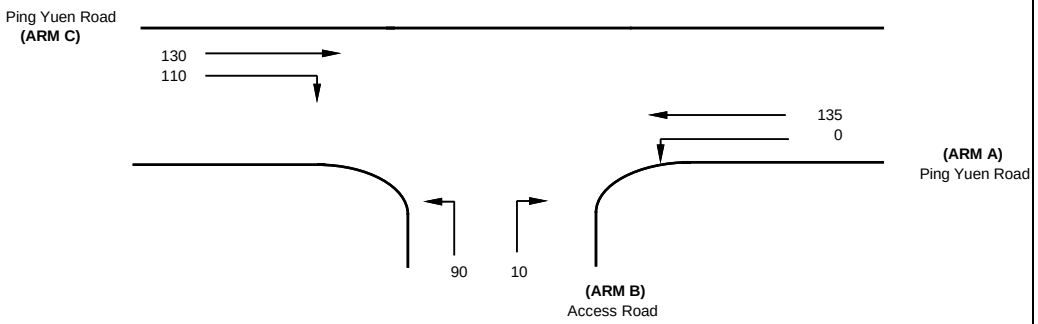
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.01
DFC b-c	=	0.16
DFC c-b	=	0.27
DFC b-ac	=	0.17

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J3 - Ping Yuen Road / Access Road	2019 PM Peak Observed Traffic Flows	Designed By :	Checked By :	Job No. : -	Date : Oct 21



NOTES : (GEOMETRIC INPUT DATA)

J3

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	5.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	135	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	65	(metres)
q c-a	=	130	(pcu/hr)
q c-b	=	110	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	18	(metres)
Vr b-a	=	19	(metres)
Vr b-c	=	19	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	90	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.864640
E	=	0.939009
F	=	0.624383
Y	=	0.820600

THE CAPACITY OF MOVEMENT :

Q b-a	=	446
Q b-c	=	662
Q c-b	=	440
Q b-ac	=	631

CRITICAL DFC = 0.25

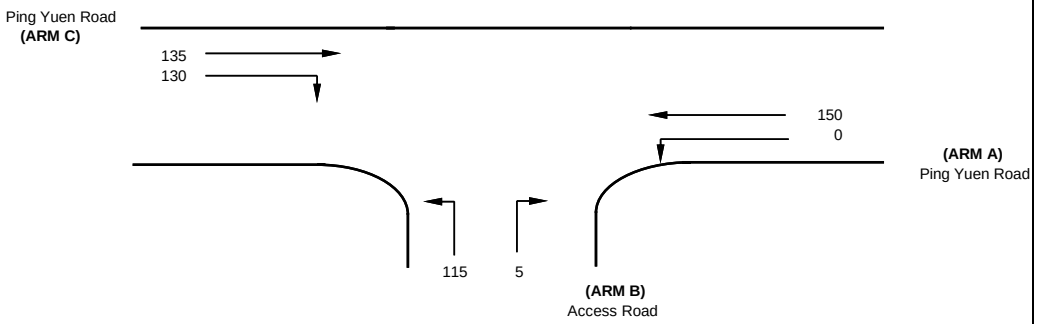
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.02
DFC b-c	=	0.14
DFC c-b	=	0.25
DFC b-ac	=	0.16

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J3 - Ping Yuen Road / Access Road	2026 AM Peak Reference Traffic Flows	Designed By :	Checked By :	Job No. : -	Date : Oct 21



NOTES : (GEOMETRIC INPUT DATA)

J3

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	5.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	150	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	65	(metres)
q c-a	=	135	(pcu/hr)
q c-b	=	130	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	18	(metres)
Vr b-a	=	19	(metres)
Vr b-c	=	19	(metres)
q b-a	=	5	(pcu/hr)
q b-c	=	115	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.864640
E	=	0.939009
F	=	0.624383
Y	=	0.820600

THE CAPACITY OF MOVEMENT :

Q b-a	=	433
Q b-c	=	657
Q c-b	=	437
Q b-ac	=	644

CRITICAL DFC = 0.30

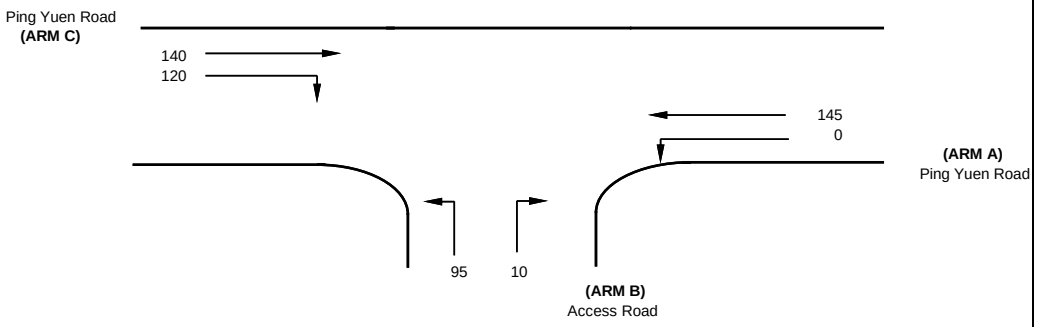
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.01
DFC b-c	=	0.17
DFC c-b	=	0.30
DFC b-ac	=	0.19

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J3 - Ping Yuen Road / Access Road	2026 PM Peak Reference Traffic Flows	Designed By :	Checked By :	Job No. : -	Date : Oct 21



J3

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	5.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	145	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	65	(metres)
q c-a	=	140	(pcu/hr)
q c-b	=	120	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	18	(metres)
Vr b-a	=	19	(metres)
Vr b-c	=	19	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	95	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.864640
E	=	0.939009
F	=	0.624383
Y	=	0.820600

THE CAPACITY OF MOVEMENT :

Q b-a	=	438
Q b-c	=	659
Q c-b	=	438
Q b-ac	=	629

CRITICAL DFC = 0.27

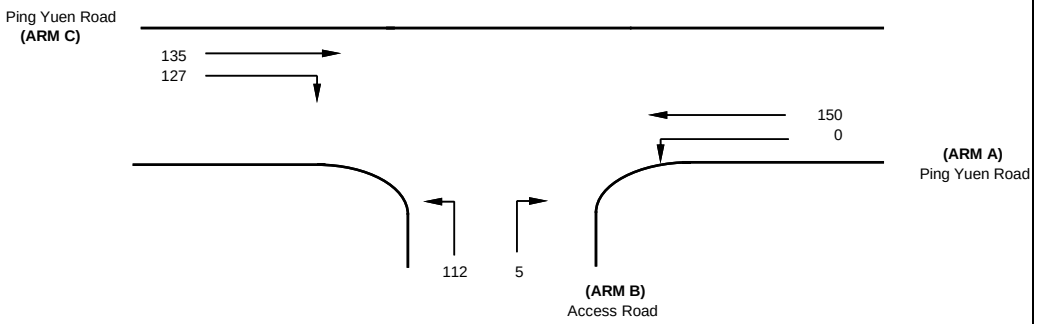
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.02
DFC b-c	=	0.14
DFC c-b	=	0.27
DFC b-ac	=	0.17

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J3 - Ping Yuen Road / Access Road	2026 AM Peak Design Traffic Flows	Designed By :	Checked By :	Job No. : -	Date : Oct 21



NOTES : (GEOMETRIC INPUT DATA)

J3

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	5.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	150	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	65	(metres)
q c-a	=	135	(pcu/hr)
q c-b	=	127	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	18	(metres)
Vr b-a	=	19	(metres)
Vr b-c	=	19	(metres)
q b-a	=	5	(pcu/hr)
q b-c	=	112	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.864640
E	=	0.939009
F	=	0.624383
Y	=	0.820600

THE CAPACITY OF MOVEMENT :

Q b-a	=	435
Q b-c	=	657
Q c-b	=	437
Q b-ac	=	643

CRITICAL DFC = 0.29

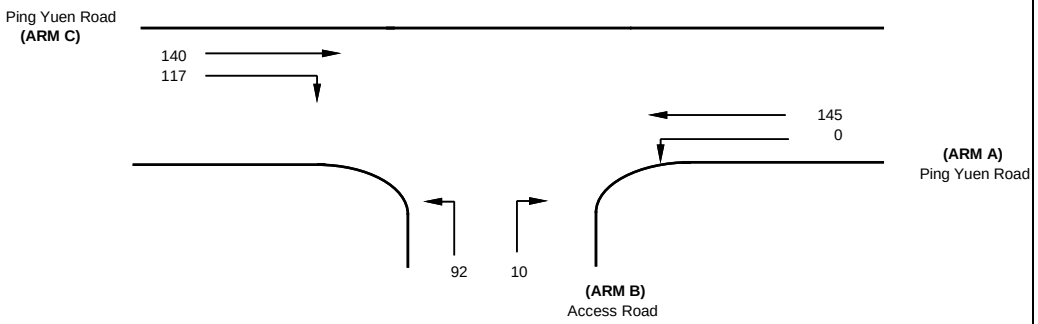
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.01
DFC b-c	=	0.17
DFC c-b	=	0.29
DFC b-ac	=	0.18

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J3 - Ping Yuen Road / Access Road	2026 PM Peak Design Traffic Flows	Designed By :	Checked By :	Job No. : -	Date : Oct 21



J3

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	5.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	145	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	65	(metres)
q c-a	=	140	(pcu/hr)
q c-b	=	117	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	18	(metres)
Vr b-a	=	19	(metres)
Vr b-c	=	19	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	92	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.864640
E	=	0.939009
F	=	0.624383
Y	=	0.820600

THE CAPACITY OF MOVEMENT :

Q b-a	=	439
Q b-c	=	659
Q c-b	=	438
Q b-ac	=	628

CRITICAL DFC = 0.27

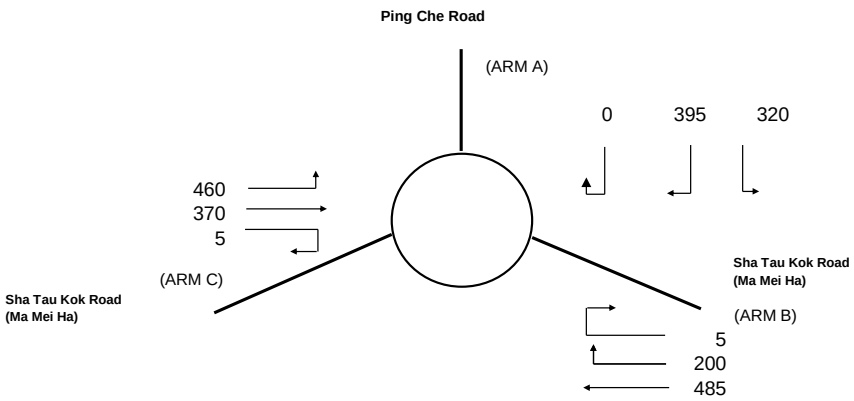
COMPARISION OF DESIGN FLOW TO CAPACITY :

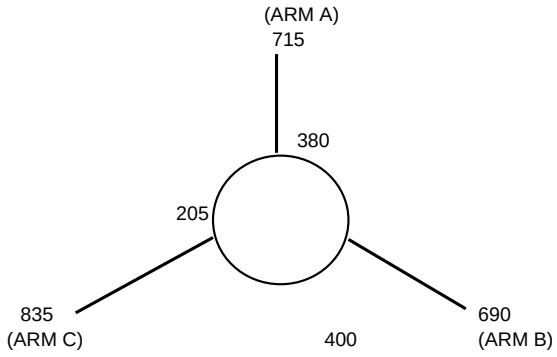
DFC b-a	=	0.02
DFC b-c	=	0.14
DFC c-b	=	0.27
DFC b-ac	=	0.16

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J4 - Sha Tau Kok Road / Ping Che Road	Scenario	2019 AM Observed Traffic Flows	Project No.	Prepared By	Checked By	Date
					WTY	WTY	Oct 21





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	4.10	7.40	7.30
E = Entry width (m)	8.10	8.20	7.90
L = Effective length of flare (m)	5.00	1.00	1.00
R = Entry radius (m)	40.00	75.00	60.00
D = Inscribed circle diameter (m)	53.00	53.00	53.00
A = Entry angle (degree)	10.00	10.00	15.00
Q = Entry flow (pcu/h)	715	690	835
Qc= Circulating flow across entry (pcu/h)	380	400	205
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	1.28	1.28	0.96
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.09	1.11	1.08
X2= V + ((E-V)/(1+2S))	5.22	7.62	7.51
M = EXP((D-60)/10)	0.50	0.50	0.50
F = 303*X2	1583	2310	2274
Td= 1+(0.5/(1+M))	1.33	1.33	1.33
Fc= 0.21*Td(1+0.2*X2)	0.57	0.71	0.70
Qe= K(F-Fc*Qc)	1493	2241	2311
DFC = Design flow/Capacity = Q/Qe	0.48	0.31	0.36

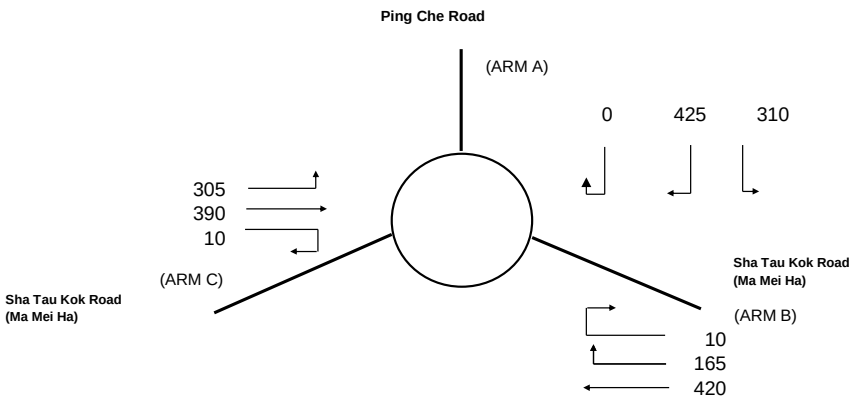
TOTAL ENTRY FLOWS = 2240 PCU

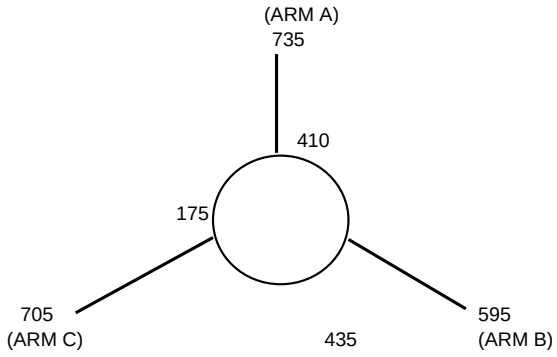
CRITICAL DFC = 0.48

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J4 - Sha Tau Kok Road / Ping Che Road	Scenario	2019 PM Observed Traffic Flows	Project No.	Prepared By	Checked By	Date
					WTY	WTY	Oct 21





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	4.10	7.40	7.30
E = Entry width (m)	8.10	8.20	7.90
L = Effective length of flare (m)	5.00	1.00	1.00
R = Entry radius (m)	40.00	75.00	60.00
D = Inscribed circle diameter (m)	53.00	53.00	53.00
A = Entry angle (degree)	10.00	10.00	15.00
Q = Entry flow (pcu/h)	735	595	705
Qc= Circulating flow across entry (pcu/h)	410	435	175
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	1.28	1.28	0.96
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.09	1.11	1.08
X2= V + ((E-V)/(1+2S))	5.22	7.62	7.51
M = EXP((D-60)/10)	0.50	0.50	0.50
F = 303*X2	1583	2310	2274
Td= 1+(0.5/(1+M))	1.33	1.33	1.33
Fc= 0.21*Td(1+0.2*X2)	0.57	0.71	0.70
Qe= K(F-Fc*Qc)	1474	2213	2334
DFC = Design flow/Capacity = Q/Qe	0.50	0.27	0.30

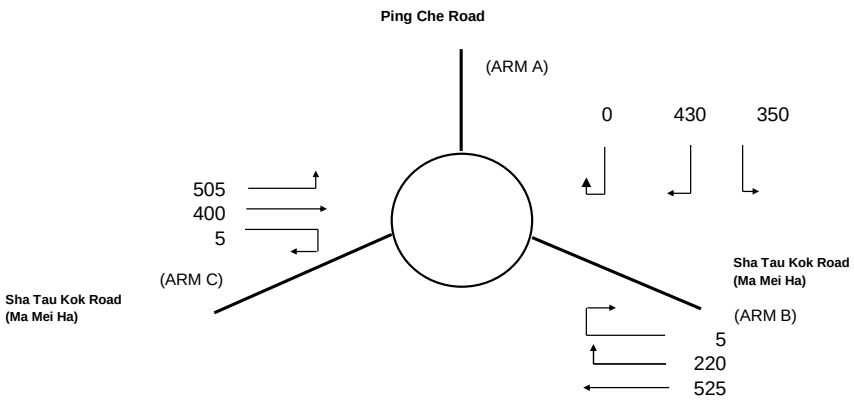
TOTAL ENTRY FLOWS = 2035 PCU

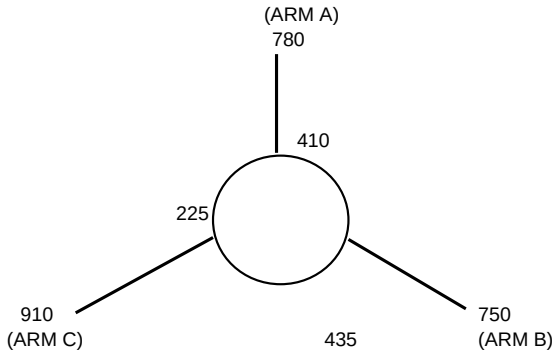
CRITICAL DFC = 0.50

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J4 - Sha Tau Kok Road / Ping Che Road	Scenario	2026 AM Reference Traffic Flows	Project No.	Prepared By	Checked By	Date
					WTY	WTY	Oct 21





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	4.10	7.40	7.30
E = Entry width (m)	8.10	8.20	7.90
L = Effective length of flare (m)	5.00	1.00	1.00
R = Entry radius (m)	40.00	75.00	60.00
D = Inscribed circle diameter (m)	53.00	53.00	53.00
A = Entry angle (degree)	10.00	10.00	15.00
Q = Entry flow (pcu/h)	780	750	910
Qc= Circulating flow across entry (pcu/h)	410	435	225
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	1.28	1.28	0.96
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.09	1.11	1.08
X2= V + ((E-V)/(1+2S))	5.22	7.62	7.51
M = EXP((D-60)/10)	0.50	0.50	0.50
F = 303*X2	1583	2310	2274
Td= 1+(0.5/(1+M))	1.33	1.33	1.33
Fc= 0.21*Td(1+0.2*X2)	0.57	0.71	0.70
Qe= K(F-Fc*Qc)	1474	2213	2296
DFC = Design flow/Capacity = Q/Qe	0.53	0.34	0.40

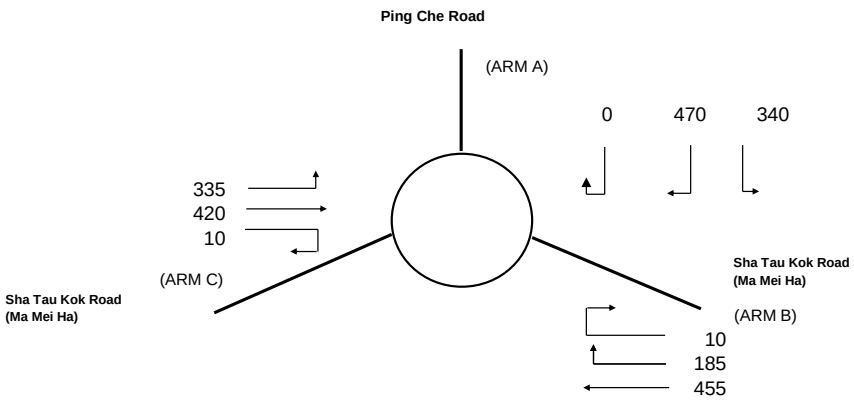
TOTAL ENTRY FLOWS = 2440 PCU

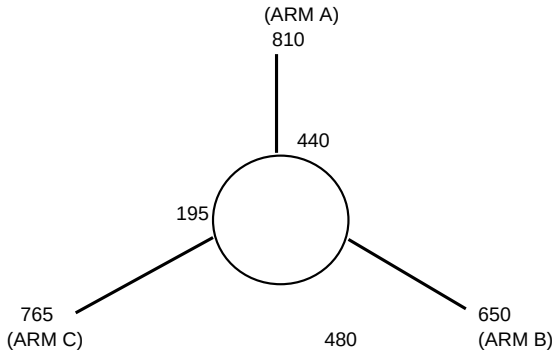
CRITICAL DFC = 0.53

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J4 - Sha Tau Kok Road / Ping Che Road	Scenario	2026 PM Reference Traffic Flows	Project No.	Prepared By	Checked By	Date
					WTY	WTY	Oct 21





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	4.10	7.40	7.30
E = Entry width (m)	8.10	8.20	7.90
L = Effective length of flare (m)	5.00	1.00	1.00
R = Entry radius (m)	40.00	75.00	60.00
D = Inscribed circle diameter (m)	53.00	53.00	53.00
A = Entry angle (degree)	10.00	10.00	15.00
Q = Entry flow (pcu/h)	810	650	765
Qc= Circulating flow across entry (pcu/h)	440	480	195
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	1.28	1.28	0.96
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.09	1.11	1.08
X2= V + ((E-V)/(1+2S))	5.22	7.62	7.51
M = EXP((D-60)/10)	0.50	0.50	0.50
F = 303*X2	1583	2310	2274
Td= 1+(0.5/(1+M))	1.33	1.33	1.33
Fc= 0.21*Td(1+0.2*X2)	0.57	0.71	0.70
Qe= K(F-Fc*Qc)	1456	2178	2318
DFC = Design flow/Capacity = Q/Qe	0.56	0.30	0.33

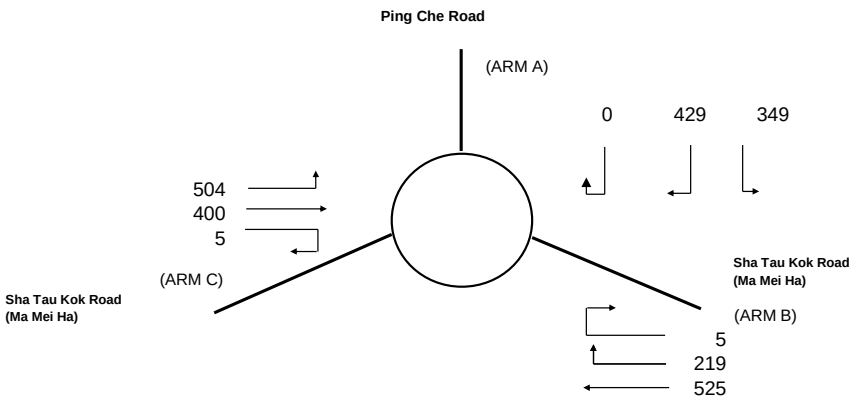
TOTAL ENTRY FLOWS = 2225 PCU

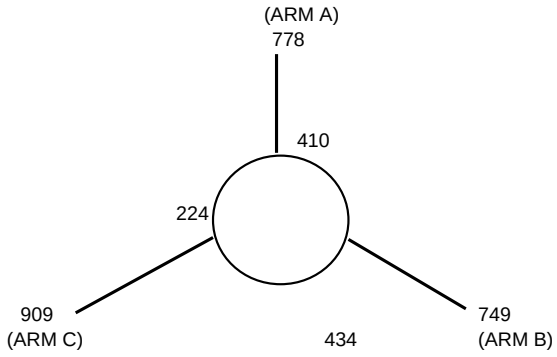
CRITICAL DFC = 0.56

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J4 - Sha Tau Kok Road / Ping Che Road	Scenario	2026 AM Design Traffic Flows	Project No.	Prepared By	Checked By	Date
					WTY	WTY	Oct 21





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	4.10	7.40	7.30
E = Entry width (m)	8.10	8.20	7.90
L = Effective length of flare (m)	5.00	1.00	1.00
R = Entry radius (m)	40.00	75.00	60.00
D = Inscribed circle diameter (m)	53.00	53.00	53.00
A = Entry angle (degree)	10.00	10.00	15.00
Q = Entry flow (pcu/h)	778	749	909
Qc= Circulating flow across entry (pcu/h)	410	434	224
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	1.28	1.28	0.96
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.09	1.11	1.08
X2= V + ((E-V)/(1+2S))	5.22	7.62	7.51
M = EXP((D-60)/10)	0.50	0.50	0.50
F = 303*X2	1583	2310	2274
Td= 1+(0.5/(1+M))	1.33	1.33	1.33
Fc= 0.21*Td(1+0.2*X2)	0.57	0.71	0.70
Qe= K(F-Fc*Qc)	1474	2214	2296
DFC = Design flow/Capacity = Q/Qe	0.53	0.34	0.40

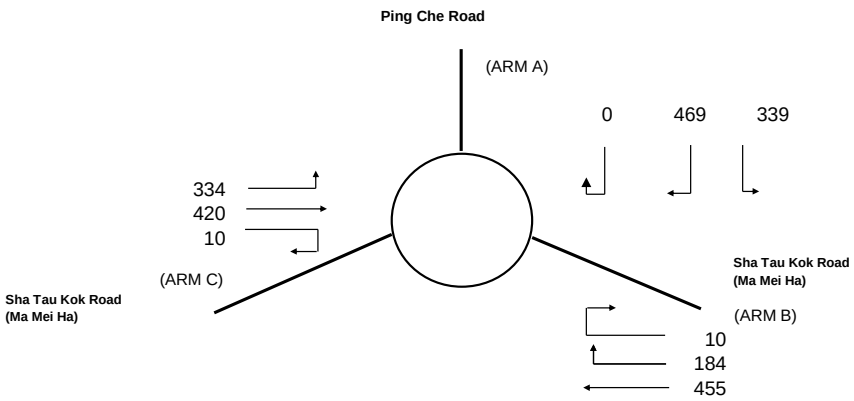
TOTAL ENTRY FLOWS = 2436 PCU

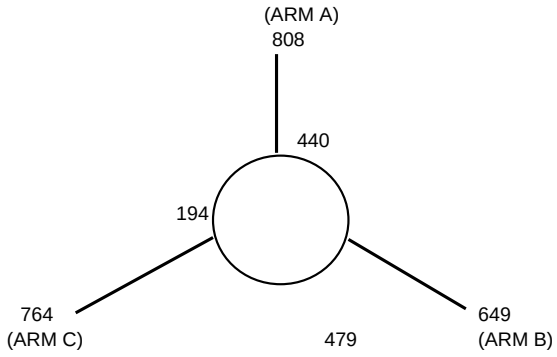
CRITICAL DFC = 0.53

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J4 - Sha Tau Kok Road / Ping Che Road	Scenario	2026 PM Design Traffic Flows	Project No.	Prepared By	Checked By	Date
					WTY	WTY	Oct 21





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	4.10	7.40	7.30
E = Entry width (m)	8.10	8.20	7.90
L = Effective length of flare (m)	5.00	1.00	1.00
R = Entry radius (m)	40.00	75.00	60.00
D = Inscribed circle diameter (m)	53.00	53.00	53.00
A = Entry angle (degree)	10.00	10.00	15.00
Q = Entry flow (pcu/h)	808	649	764
Qc= Circulating flow across entry (pcu/h)	440	479	194
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	1.28	1.28	0.96
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.09	1.11	1.08
X2= V + ((E-V)/(1+2S))	5.22	7.62	7.51
M = EXP((D-60)/10)	0.50	0.50	0.50
F = 303*X2	1583	2310	2274
Td= 1+(0.5/(1+M))	1.33	1.33	1.33
Fc= 0.21*Td(1+0.2*X2)	0.57	0.71	0.70
Qe= K(F-Fc*Qc)	1456	2179	2319
DFC = Design flow/Capacity = Q/Qe	0.56	0.30	0.33

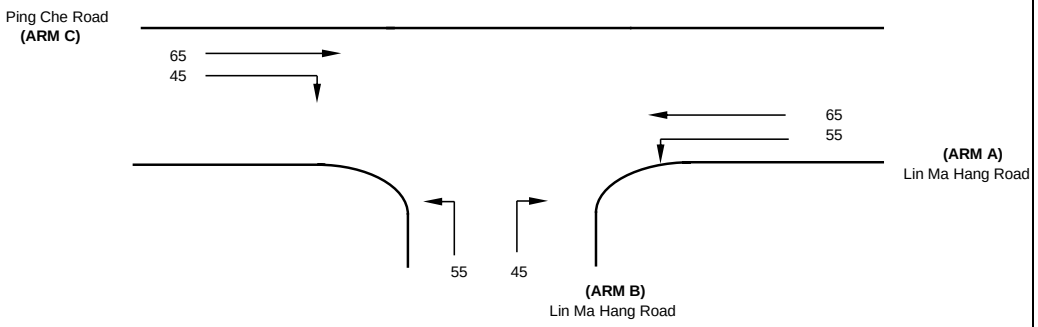
TOTAL ENTRY FLOWS = 2221 PCU

CRITICAL DFC = 0.56

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J5 - Ping Che Road / Lin Ma Hang Road	2020 AM Observed Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



J5

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.4	(metres)
W cr	=	0	(metres)
q a-b	=	55	(pcu/hr)
q a-c	=	65	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	125	(metres)
q c-a	=	65	(pcu/hr)
q c-b	=	45	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.75	(metres)
W b-c	=	2.75	(metres)
Vl b-a	=	32	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	45	(pcu/hr)
q b-c	=	55	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.789347
E	=	0.849491
F	=	0.858144
Y	=	0.779200

THE CAPACITY OF MOVEMENT :

Q b-a	=	452
Q b-c	=	612
Q c-b	=	610
Q b-ac	=	528

CRITICAL DFC = 0.19

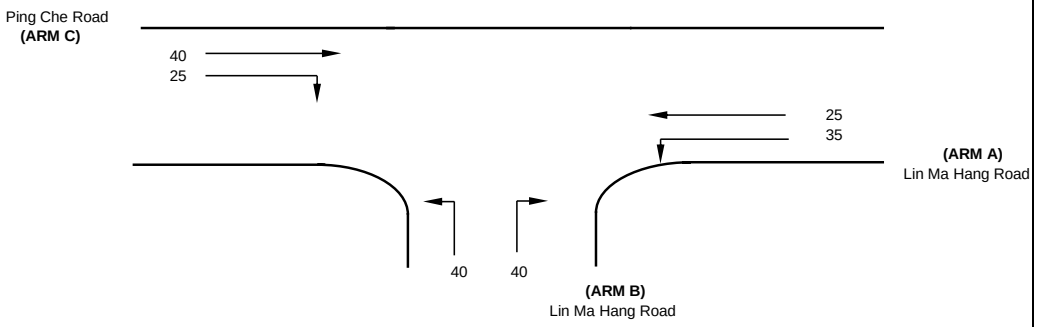
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.10
DFC b-c	=	0.09
DFC c-b	=	0.07
DFC b-ac	=	0.19

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J5 - Ping Che Road / Lin Ma Hang Road	2020 PM Observed Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



J5

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.4	(metres)
W cr	=	0	(metres)
q a-b	=	35	(pcu/hr)
q a-c	=	25	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	125	(metres)
q c-a	=	40	(pcu/hr)
q c-b	=	25	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.75	(metres)
W b-c	=	2.75	(metres)
Vl b-a	=	32	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	40	(pcu/hr)
q b-c	=	40	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.789347
E	=	0.849491
F	=	0.858144
Y	=	0.779200

THE CAPACITY OF MOVEMENT :

Q b-a	=	473
Q b-c	=	624
Q c-b	=	625
Q b-ac	=	538

CRITICAL DFC = 0.15

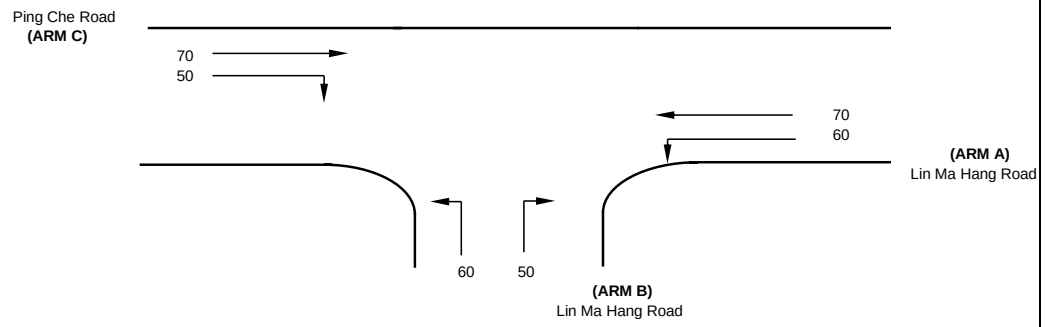
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.08
DFC b-c	=	0.06
DFC c-b	=	0.04
DFC b-ac	=	0.15

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J5 - Ping Che Road / Lin Ma Hang Road	2026 AM Reference Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



J5

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.4	(metres)
W cr	=	0	(metres)
q a-b	=	60	(pcu/hr)
q a-c	=	70	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	125	(metres)
q c-a	=	70	(pcu/hr)
q c-b	=	50	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.75	(metres)
W b-c	=	2.75	(metres)
Vl b-a	=	32	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	50	(pcu/hr)
q b-c	=	60	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.789347
E	=	0.849491
F	=	0.858144
Y	=	0.779200

THE CAPACITY OF MOVEMENT :

Q b-a	=	448
Q b-c	=	610
Q c-b	=	608
Q b-ac	=	524

CRITICAL DFC = 0.21

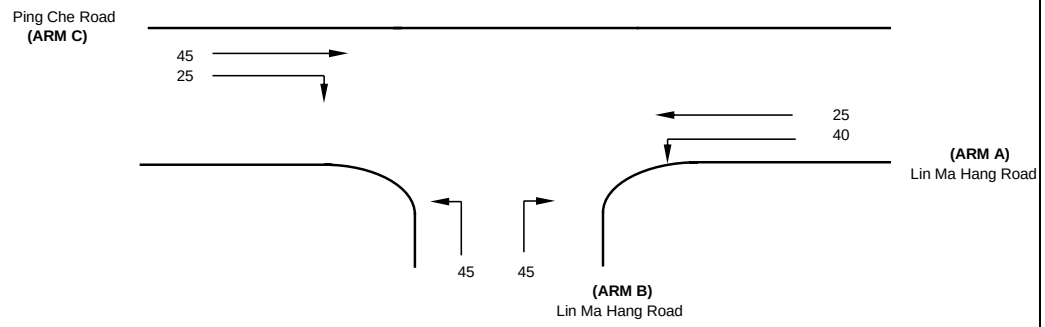
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.11
DFC b-c	=	0.10
DFC c-b	=	0.08
DFC b-ac	=	0.21

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J5 - Ping Che Road / Lin Ma Hang Road	2026 PM Reference Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



J5

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.4	(metres)
W cr	=	0	(metres)
q a-b	=	40	(pcu/hr)
q a-c	=	25	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	125	(metres)
q c-a	=	45	(pcu/hr)
q c-b	=	25	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.75	(metres)
W b-c	=	2.75	(metres)
Vl b-a	=	32	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	45	(pcu/hr)
q b-c	=	45	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.789347
E	=	0.849491
F	=	0.858144
Y	=	0.779200

THE CAPACITY OF MOVEMENT :

Q b-a	=	471
Q b-c	=	623
Q c-b	=	623
Q b-ac	=	537

CRITICAL DFC = 0.17

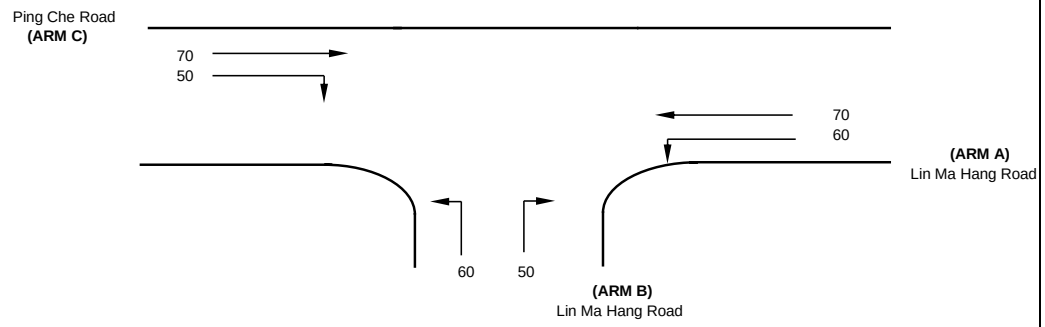
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.10
DFC b-c	=	0.07
DFC c-b	=	0.04
DFC b-ac	=	0.17

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J5 - Ping Che Road / Lin Ma Hang Road	2026 AM Design Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



J5

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.4	(metres)
W cr	=	0	(metres)
q a-b	=	60	(pcu/hr)
q a-c	=	70	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	125	(metres)
q c-a	=	70	(pcu/hr)
q c-b	=	50	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.75	(metres)
W b-c	=	2.75	(metres)
Vl b-a	=	32	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	50	(pcu/hr)
q b-c	=	60	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.789347
E	=	0.849491
F	=	0.858144
Y	=	0.779200

THE CAPACITY OF MOVEMENT :

Q b-a	=	448
Q b-c	=	610
Q c-b	=	608
Q b-ac	=	524

CRITICAL DFC = 0.21

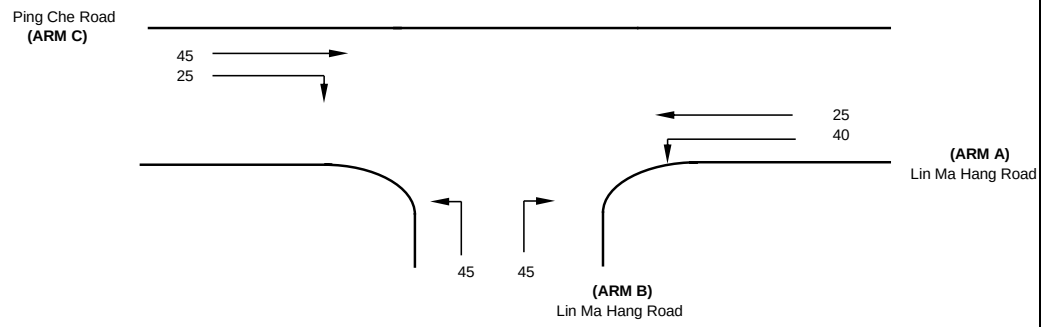
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.11
DFC b-c	=	0.10
DFC c-b	=	0.08
DFC b-ac	=	0.21

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J5 - Ping Che Road / Lin Ma Hang Road	2026 PM Design Flows	Designed By : WTY	Checked By : WTY	Job No. :	Date : Oct 21



J5

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.70)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.70)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.70)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.4	(metres)
W cr	=	0	(metres)
q a-b	=	40	(pcu/hr)
q a-c	=	25	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	125	(metres)
q c-a	=	45	(pcu/hr)
q c-b	=	25	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.75	(metres)
W b-c	=	2.75	(metres)
Vl b-a	=	32	(metres)
Vr b-a	=	40	(metres)
Vr b-c	=	40	(metres)
q b-a	=	45	(pcu/hr)
q b-c	=	45	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.789347
E	=	0.849491
F	=	0.858144
Y	=	0.779200

THE CAPACITY OF MOVEMENT :

Q b-a	=	471
Q b-c	=	623
Q c-b	=	623
Q b-ac	=	537

CRITICAL DFC = 0.17

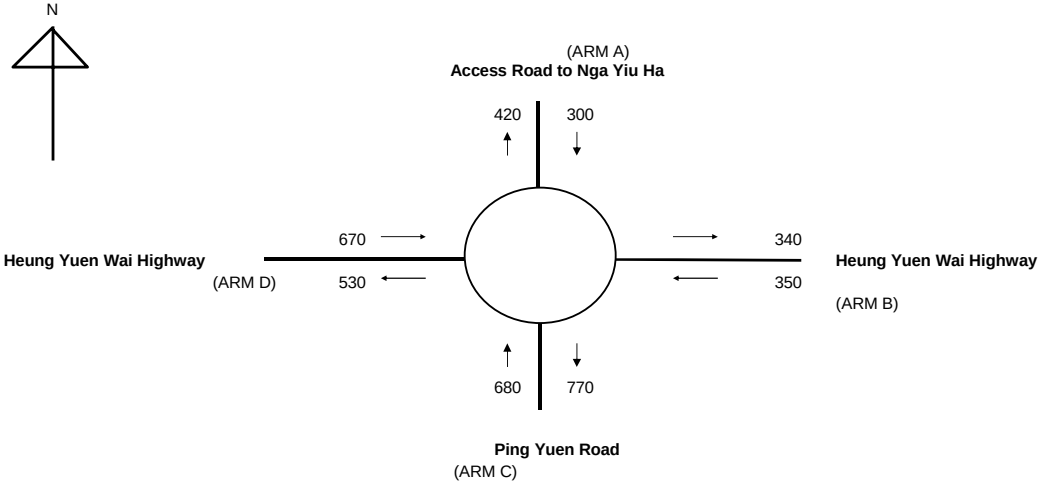
COMPARISION OF DESIGN FLOW TO CAPACITY :

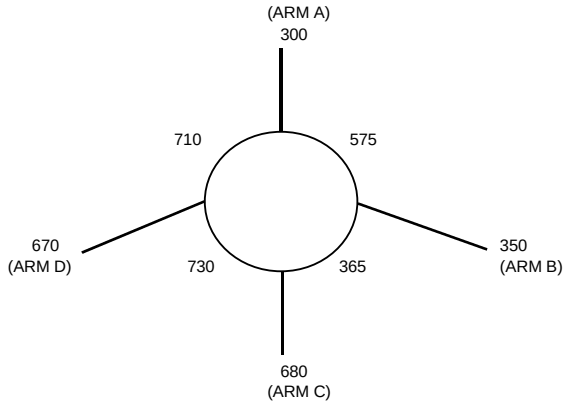
DFC b-a	=	0.10
DFC b-c	=	0.07
DFC c-b	=	0.04
DFC b-ac	=	0.17

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J6 - Ping Yuen Road / Ping Yeung Interchange	Scenario	2020 AM Observed Flows	Project No.	Prepared By	Checked By	Date
					WTY	WTY	18/Oct/21





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	3.80	7.30	3.45	7.30
E = Entry width (m)	9.20	11.00	8.10	9.70
L = Effective length of flare (m)	28.00	10.00	6.00	10.00
R = Entry radius (m)	20.00	18.00	20.00	25.00
D = Inscribed circle diameter (m)	80.00	80.00	80.00	80.00
A = Entry angle (degree)	22.00	25.00	15.00	25.00
Q = Entry flow (pcu/h)	300	350	680	670
Qc= Circulating flow across entry (pcu/h)	575	365	730	710
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.31	0.59	1.24	0.38
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.03	1.01	1.05	1.03
X2= V + ((E-V)/(1+2S))	7.14	8.99	4.79	8.66
M = EXP((D-60)/10)	7.39	7.39	7.39	7.39
F = 303*X2	2163	2725	1450	2623
Td= 1+(0.5/(1+M))	1.06	1.06	1.06	1.06
Fc= 0.21*Td(1+0.2*X2)	0.54	0.62	0.44	0.61
Qe= K(F-Fc*Qc)	1904	2528	1191	2251
DFC = Design flow/Capacity = Q/Qe	0.16	0.14	0.57	0.30

TOTAL ENTRY FLOWS = 2000 PCU

CRITICAL DFC = 0.57

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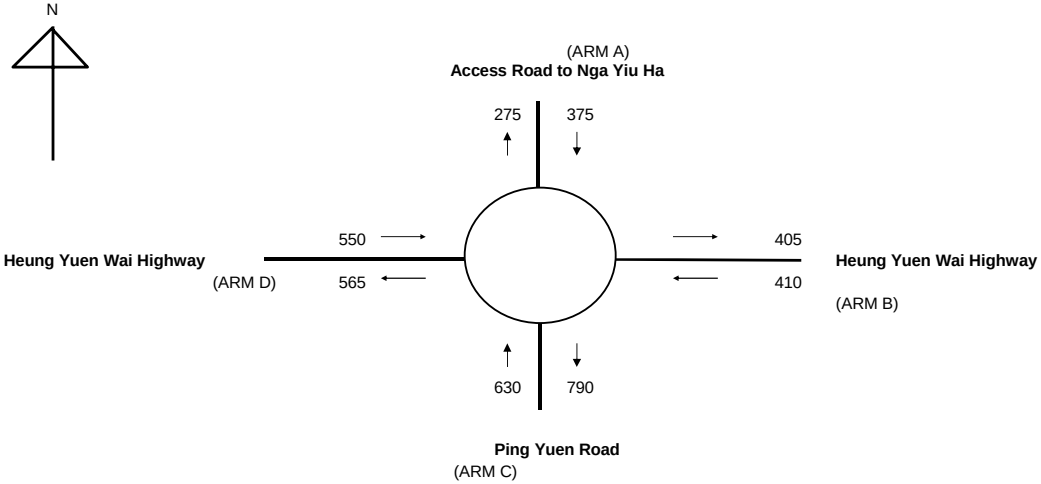
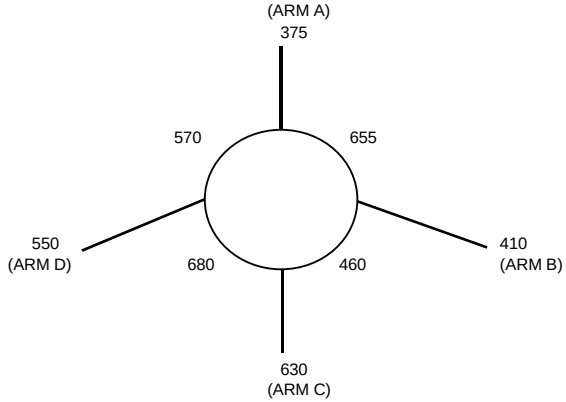
ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J6 - Ping Yuen Road / Ping Yeung Interchange	Scenario	2020 PM Observed Flows	Project No.	Prepared By	Checked By	Date
					WTY	WTY	18/Oct/21





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	3.80	7.30	3.45	7.30
E = Entry width (m)	9.20	11.00	8.10	9.70
L = Effective length of flare (m)	28.00	10.00	6.00	10.00
R = Entry radius (m)	20.00	18.00	20.00	25.00
D = Inscribed circle diameter (m)	80.00	80.00	80.00	80.00
A = Entry angle (degree)	22.00	25.00	15.00	25.00
Q = Entry flow (pcu/h)	375	410	630	550
Qc= Circulating flow across entry (pcu/h)	655	460	680	570
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.31	0.59	1.24	0.38
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.03	1.01	1.05	1.03
X2= V + ((E-V)/(1+2S))	7.14	8.99	4.79	8.66
M = EXP((D-60)/10)	7.39	7.39	7.39	7.39
F = 303*X2	2163	2725	1450	2623
Td= 1+(0.5/(1+M))	1.06	1.06	1.06	1.06
Fc= 0.21*Td(1+0.2*X2)	0.54	0.62	0.44	0.61
Qe= K(F-Fc*Qc)	1860	2468	1214	2339
DFC = Design flow/Capacity = Q/Qe	0.20	0.17	0.52	0.24

TOTAL ENTRY FLOWS = 1965 PCU

CRITICAL DFC = 0.52

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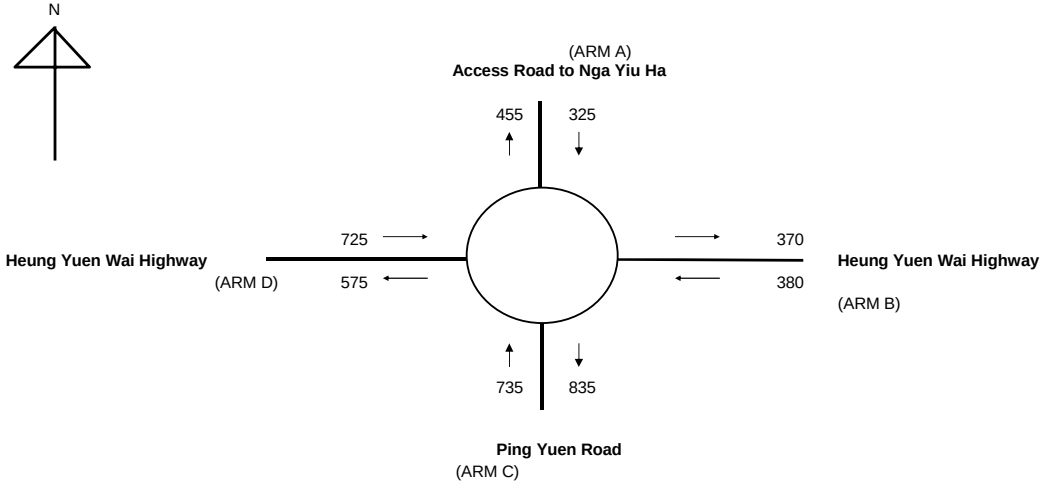
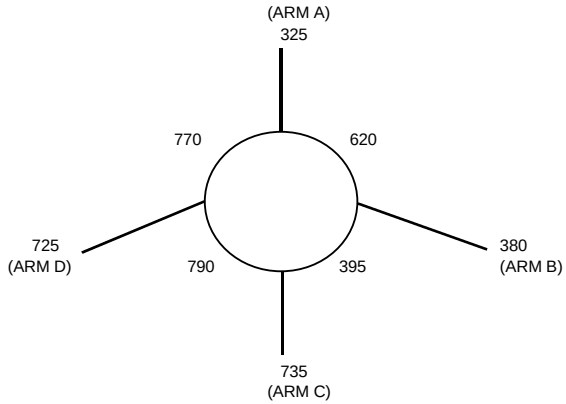
ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J6 - Ping Yuen Road / Ping Yeung Interchange	Scenario	2026 AM Reference Flows	Project No.	Prepared By	Checked By	Date
					WTY	WTY	18/Oct/21





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	3.80	7.30	3.45	7.30
E = Entry width (m)	9.20	11.00	8.10	9.70
L = Effective length of flare (m)	28.00	10.00	6.00	10.00
R = Entry radius (m)	20.00	18.00	20.00	25.00
D = Inscribed circle diameter (m)	80.00	80.00	80.00	80.00
A = Entry angle (degree)	22.00	25.00	15.00	25.00
Q = Entry flow (pcu/h)	325	380	735	725
Qc= Circulating flow across entry (pcu/h)	620	395	790	770
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.31	0.59	1.24	0.38
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.03	1.01	1.05	1.03
X2= V + ((E-V)/(1+2S))	7.14	8.99	4.79	8.66
M = EXP((D-60)/10)	7.39	7.39	7.39	7.39
F = 303*X2	2163	2725	1450	2623
Td= 1+(0.5/(1+M))	1.06	1.06	1.06	1.06
Fc= 0.21*Td(1+0.2*X2)	0.54	0.62	0.44	0.61
Qe= K(F-Fc*Qc)	1879	2509	1164	2214
DFC = Design flow/Capacity = Q/Qe	0.17	0.15	0.63	0.33

TOTAL ENTRY FLOWS = 2165 PCU

CRITICAL DFC = 0.63

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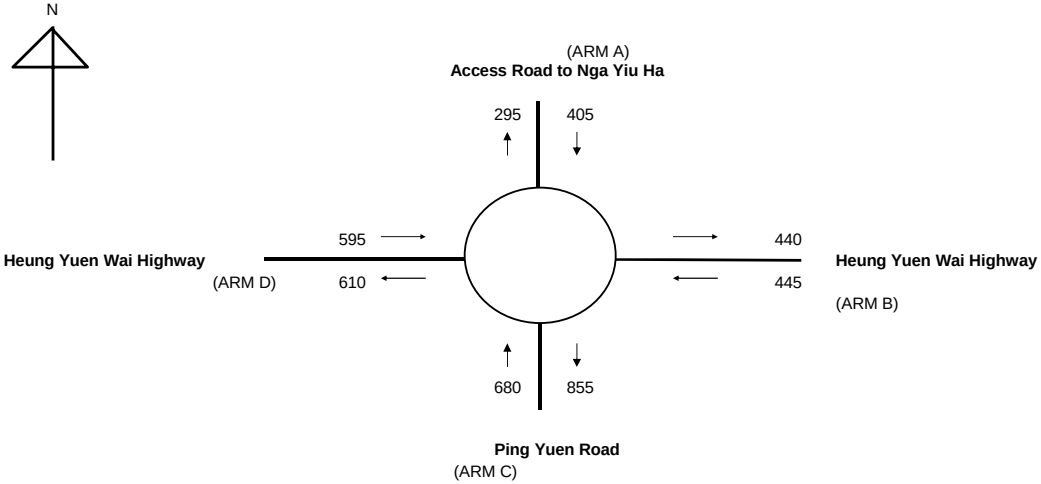
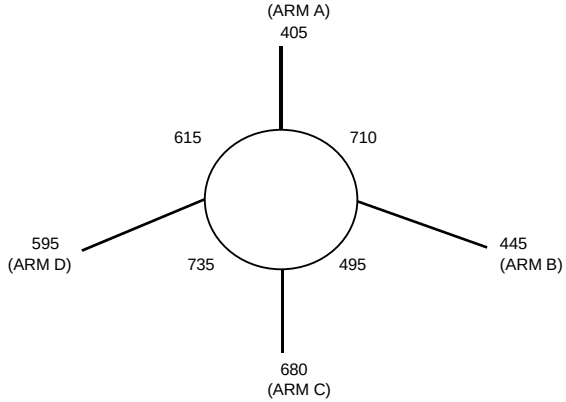
ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J6 - Ping Yuen Road / Ping Yeung Interchange	Scenario	2026 PM Reference Flows	Project No.	Prepared By	Checked By	Date
					WTY	WTY	18/Oct/21





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	3.80	7.30	3.45	7.30
E = Entry width (m)	9.20	11.00	8.10	9.70
L = Effective length of flare (m)	28.00	10.00	6.00	10.00
R = Entry radius (m)	20.00	18.00	20.00	25.00
D = Inscribed circle diameter (m)	80.00	80.00	80.00	80.00
A = Entry angle (degree)	22.00	25.00	15.00	25.00
Q = Entry flow (pcu/h)	405	445	680	595
Qc= Circulating flow across entry (pcu/h)	710	495	735	615
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.31	0.59	1.24	0.38
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.03	1.01	1.05	1.03
X2= V + ((E-V)/(1+2S))	7.14	8.99	4.79	8.66
M = EXP((D-60)/10)	7.39	7.39	7.39	7.39
F = 303*X2	2163	2725	1450	2623
Td= 1+(0.5/(1+M))	1.06	1.06	1.06	1.06
Fc= 0.21*Td(1+0.2*X2)	0.54	0.62	0.44	0.61
Qe= K(F-Fc*Qc)	1829	2446	1189	2310
DFC = Design flow/Capacity = Q/Qe	0.22	0.18	0.57	0.26

TOTAL ENTRY FLOWS = 2125 PCU

CRITICAL DFC = 0.57

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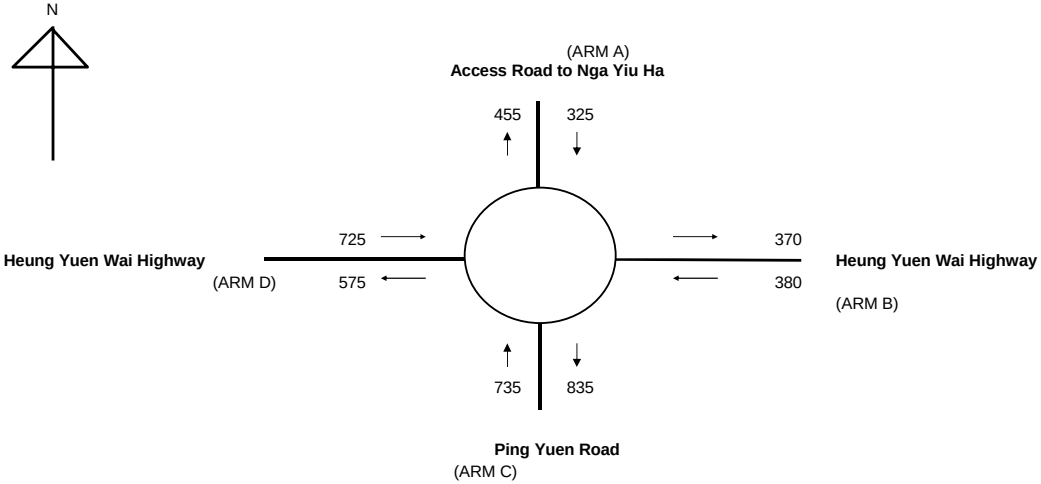
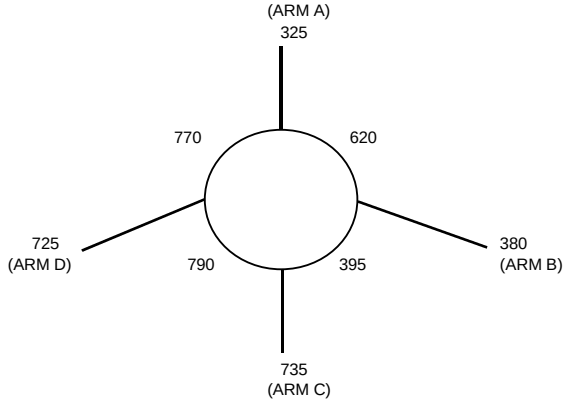
ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J6 - Ping Yuen Road / Ping Yeung Interchange	Scenario	2026 AM Design Flows	Project No.	Prepared By	Checked By	Date
					WTY	WTY	18/Oct/21





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D = Inscribed circle diameter (m)	80.00	80.00	80.00	80.00
A = Entry angle (degree)	22.00	25.00	15.00	25.00
Q = Entry flow (pcu/h)	325	380	735	725
Qc= Circulating flow across entry (pcu/h)	620	395	790	770
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.31	0.59	1.24	0.38
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.03	1.01	1.05	1.03
X2= V + ((E-V)/(1+2S))	7.14	8.99	4.79	8.66
M = EXP((D-60)/10)	7.39	7.39	7.39	7.39
F = 303*X2	2163	2725	1450	2623
Td= 1+(0.5/(1+M))	1.06	1.06	1.06	1.06
Fc= 0.21*Td(1+0.2*X2)	0.54	0.62	0.44	0.61
Qe= K(F-Fc*Qc)	1879	2509	1164	2214
DFC = Design flow/Capacity = Q/Qe	0.17	0.15	0.63	0.33

TOTAL ENTRY FLOWS = 2165 PCU

CRITICAL DFC = 0.63

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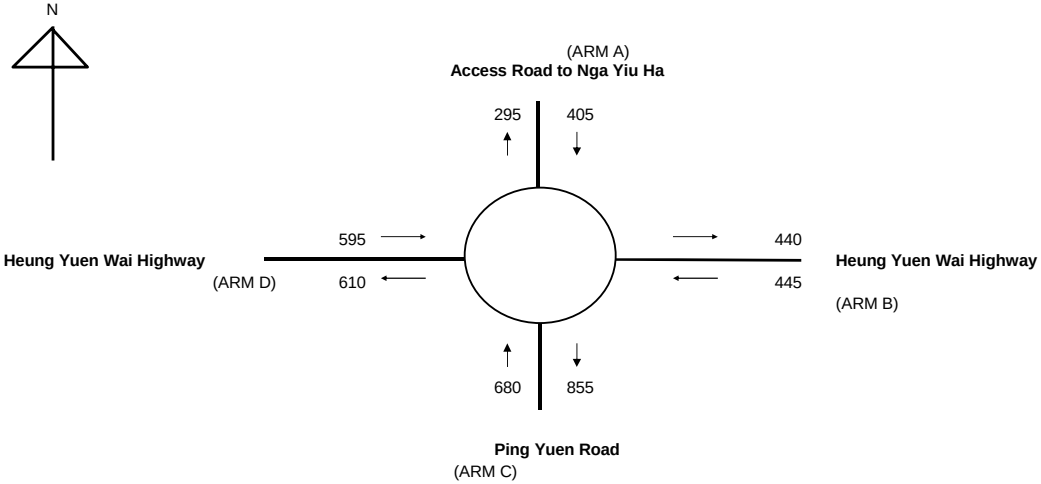
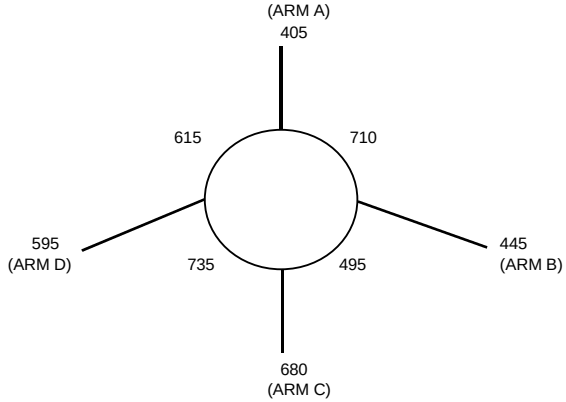
ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J6 - Ping Yuen Road / Ping Yeung Interchange	Scenario	2026 PM Design Flows	Project No.	Prepared By	Checked By	Date
					WTY	WTY	18/Oct/21





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TOTAL ENTRY FLOWS = 2125 PCU

CRITICAL DFC = 0.57

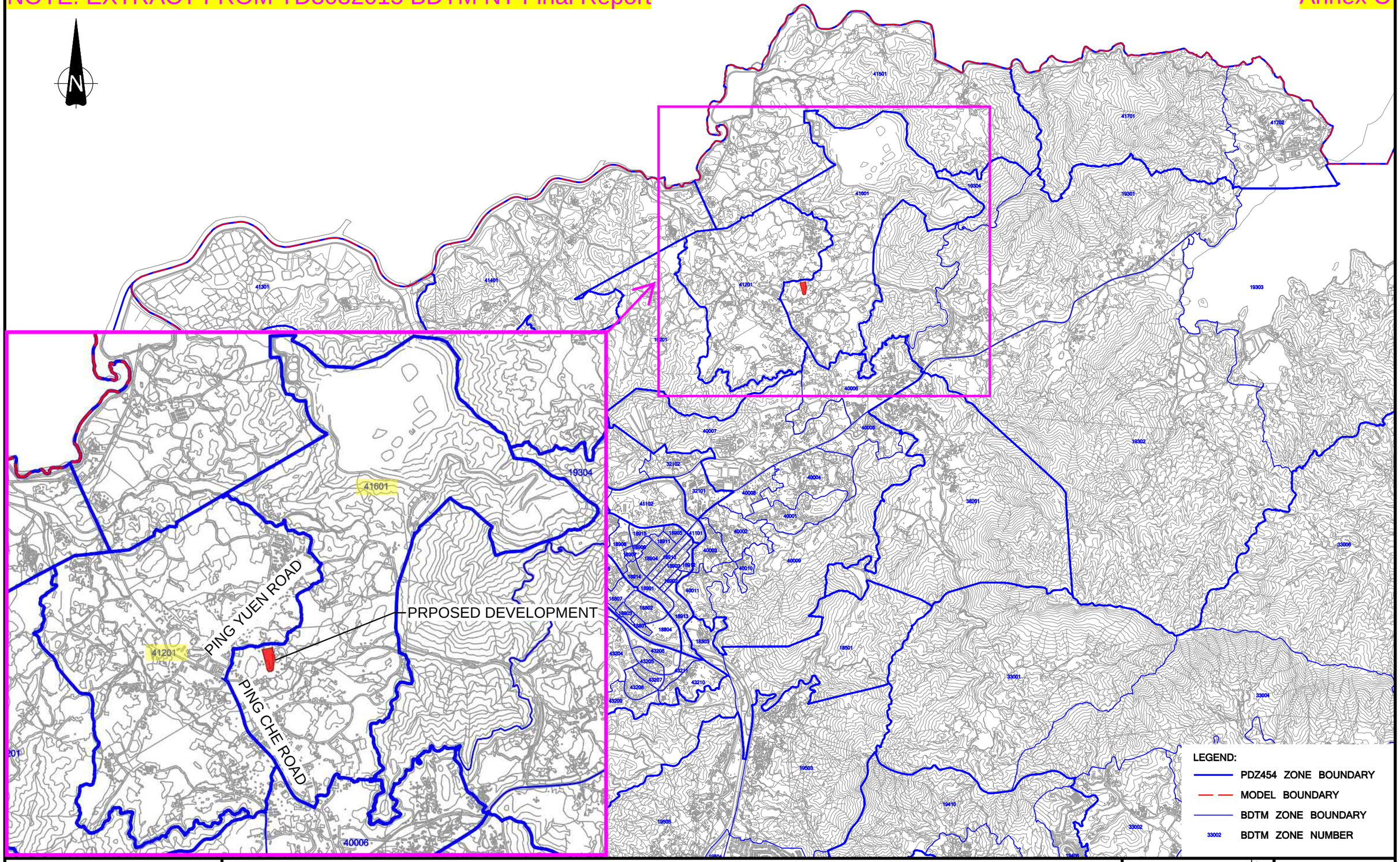
Filename : https://aecom-my.sharepoint.com/personal/sam_wong_aecom_com/Documents/==Wor

Annex C

Location of BDTM Zones

NOTE: EXTRACT FROM TD3032015 BDTM NT Final Report

Annex C



運輸署
Transport Department

PROJECT
AGREEMENT NO TD 303/2015

AGREEMENT NO TD303/2015 BASE DISTRICT TRAFFIC MODELS FOR THE NEW TERRITORIES AREA - 2016 UPDATE
FINAL REPORT

BDTM ZONE SYSTEM FOR NTE1 (FANLING AND SHEUNG SHUI)

Figure No. 2.7.3			Rev. -
Designed By ICF		Scale NTS	
Checked By KSC		Date JAN 2018	
Ref CHK50189510/DFR/F273 DGN/CYC/29JAN18			

SYSTRA

APPENDIX C

Revised Environmental Assessment Report

SMEC

Member of the Surbana Jurong Group

local people
global experience

D05 Environmental Assessment Report

Section 16 Application for Temporary Concrete Batching Plant in Ping Che, New Territories

Reference No. 7076723
Prepared for Doran (Hong Kong) Ltd
8 February 2022

SMEC INTERNAL REF. 7076723

Document Control

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REVISION NO.	DATE	PREPARED BY	REVIEWED BY	APPROVED BY
0	7 April 2021	Various	Cleo YIP	Antony WONG
1	11 October 2021	Various	Cleo Yip	Antony WONG
2	8 February 2022	Various	Julie CHAN	Antony WONG

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This report must be read as a whole. Any subsequent report must be read in conjunction with this report.

The report supersedes all previous draft or interim reports, whether written or presented orally, before the date of this report. This report has not and will not be updated for events or transactions occurring after the date of the report or any other matters t might have a material effect on its contents or which come to light after the date of the report. SMEC is not obliged to inform you of any such event, transaction or matter nor to update the report for anything that occurs, or of which SMEC becomes aware, after the date of this report.

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1 INTRODUCTION

1.1 Project Background

1.1.1 A temporary Concrete Batching Plant ("CBP") is planned to be erected at part of Lot 153 in DD77 ("the Site") zoned "Industrial (Group D)" ("I(D)") under the Approved Ping Che and Ta Kwu Ling Outline Zoning Plan ("OZP") No. S/NE-TKL/14. After erecting and commissioning the proposed temporary CBP, the operation of the existing CBP located at the same lot will be ceased and then demolished. In order to obtain an approval from the Town Planning Board ("TPB") for the proposed temporary CBP, a planning application (Application no.: A/NE-TKL/639) which the application boundary did not include the aforementioned existing CBP was submitted under Section 16 of the *Town Planning Ordinance* ("TPO") on 14 May 2020. Comments on the Environmental Assessment ("EA") Report prepared by SMEC Asia Ltd ("SMEC") supporting A/NE-TKL/639 were received and a revised EA Report (SMEC's ref.: 7076723/D01 rev. 1 dated 7 September 2020, "2020-EA") was attached to the Further Information ("FI") submitted on 10 September 2020. Comments on the revised EA Report were subsequently received.

1.1.2 In order to improve the future operation of the proposed CBP, it was decided to enlarge the application boundary. Therefore, the previous Section 16 application A/NE-TKL/639 was withdrawn in January 2021 and a new Section 16 application will be submitted.

1.1.3 The major changes to this new application compared with the previous one A/NE-TKL/639 include:

1. Application Boundary for this planning application will cover the existing CBP.
2. The portion of the Site with the existing.
3. CBP will comprise aggregate storage, vehicle cleaning facilities and vehicle parking.
4. Some other minor changes to the layout.

1.1.4 SMEC has been commissioned to conduct this EA Report for supporting the new Section 16 Application to address the comments on the previously submitted 2020-EA mentioned in ***paragraph 1.1.1***. It is anticipated that the changes to the results of various environmental impact assessments conducted in the 2020-EA will only be minor due to the changes mentioned in ***paragraph 1.1.3***. Notwithstanding, all the comments on 2020-EA submissions have been addressed by this EA report.

1.2 Site Description

1.2.1 The Site has been used for workshop and warehouse since 1986. The Site location is shown on ***Figure 1 1***. The Site occupies an area of approximately 7,044 m^2. The Site are mainly surrounded by open storages of other industrial uses, temporary structures and scattered village houses.

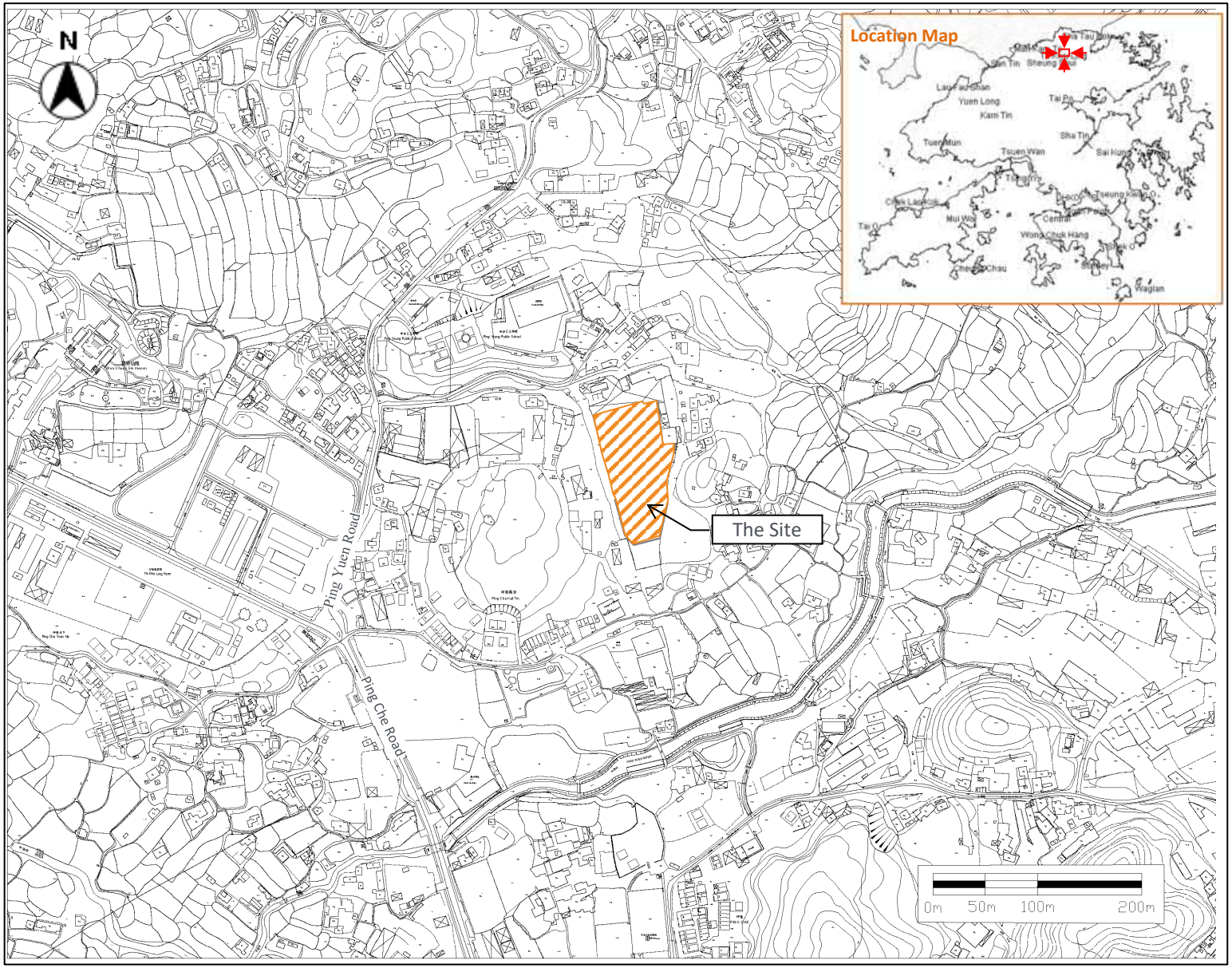
1.2.2 The operation hours of the proposed CBP will be from 07:00 to 23:00, i.e. 16 hours every day.

1.3 Objective of the Report

1.3.1 The objectives of this EA Report are to:

- Assess potential environmental impacts arising from the operation of the Plant, in terms of air quality, noise, water quality and waste management.
- Recommend appropriate measures to mitigate any impacts if necessary.

Figure 1-1 Site Location and its Environs



2 SITE AND PLANT INFORMATION

2.1 Site Location and Its Environs

2.1.1 The Site with an area of approximately 7,044m^2 is located at Ping Che, Ta Kwu Ling, in the North East New Territories. The Site is mainly surrounded by open storages of other industrial uses, temporary structures and scattered village houses.

2.1.2 As mentioned in ***paragraph 1.1.1***, the operation of the existing CBP will be ceased once the proposed CBP has been erected and in operation. The existing CBP is installed with a total silo capacity of less than 50 tonnes for cementitious materials including Ordinary Portland Cement ("OPC", or cement), Pulverised Fuel Ash ("PFA"), Ground Granulated Blast-Furnace Slag ("GGBS") and silica fume. Therefore, the existing CBP does not require to apply for a Specified Process ("SP") Licence under the Air Pollution Control Ordinance ("APCO").

2.1.3 For the proposed replacement CBP, major raw materials for concrete production are also cementitious materials including cement, PFA, GGBS and/or silica fume will be stored in silos. The total silo capacity of the aforementioned cementitious materials will be not more than 450 tonnes of the proposed CBP.

2.2 Demolition and Construction Activities

2.2.1 The construction activities of the Site including demolition of the steel structures of the existing mobile CBP, site formation, foundation work by pouring concrete footing, equipment lifting, and erection of the proposed CBP structures that is composed of metal structure and constructed by welding, etc. The tentative schedule of the demolition and construction activities during the construction stage are as follows:

Phase 1 will include the construction of the new CBP with the operation of the existing CBP. The construction period of the new CBP: Approximately not more than six to nine months after obtaining the approval for this S16 planning application and the approval for all Building Department Submission (tentatively in 2023). Phase 1 will comprise the following sub-phases:

- Sub-phase 1a: Construction of northern part of the Site.
- Sub-phase 1b: Construction of southern part of the Site.

After completion of Phase 1 construction works and operation of the new CBP, the works of Phase 2 will commence, which will comprise the following sub-phases:

- Sub-phase 2a: Demolition of existing CBP tentatively commencing in 2023 for approximately six months.
- Sub-phase 2b: Construction works of the new aggregate storage area after completing demolishing the existing CBP.

2.2.2 The works of the aforementioned sub-phases will not be overlapped. The details sequence of Phases 1 and 2 construction/demolition works are summarised in ***Table 2-1*** below:

Table 2-1 Details sequence of Phases 1 and 2 Construction/Demolition Works

PHASES / STAGES	DETAILS OF WORKS
Site formation	Foundation works by pouring concrete footing
Phase 1	Equipment lifting, erection of the proposed CBP structures that is composed of metal structure and constructed by welding.
1(a)	Construction works at northern part of the Site (see ***Figure H-1*** in ***Appendix H***)
1(b)	Construction works at southern part of the Site (see ***Figure H-2*** in ***Appendix H***)
Phase 2	Demolition of the existing CBP and minor construction works of stockpiling areas of the new CBP.
2(a)	Demolition of the existing CBP composed of metal structure (see ***Figure H-4*** in ***Appendix H***)
2(b)	Construction of the aggregate storage at the new CBP (see ***Figure H-3*** in ***Appendix H***).

2.3 Process Description During Operation Phase

2.3.1 The proposed CBP will comprise one production line for concrete production. The maximum hourly production rate of the proposed CBP will be about 100m^3/hour and the operation time will be between 07:00 and 23:00.

2.3.2 The layout plans of the proposed CBP can be referred to the Planning Statement. The major component as well as the indicative Block Plan and Schematic Diagram of the proposed CBP are shown on ***Figure 2-1*** to ***Figure 2-3***. The major components of the proposed CBP Project will include the following:

- An aggregate ground receiving hopper
- Three cementitious material silos
- A mixer tower comprising a concrete mixer and weigh hoppers
- Conveyors and weigh hoppers
- Aggregate overhead ("O/H") bin
- Aggregate Storage (for emergency use)
- Wheel washing facilities
- Water silos
- A settlement tank
- A tube ice storage and an electric tube ice maker.

2.3.3 The quantities of the major components are listed in ***Table 2-2***:

Table 2-2 Quantities of the major components or equipment of the proposed CBP:

EQUIPMENT	QUANTITY
Mixer	1
Dust Collectors ("DCs") at Mixer	1

EQUIPMENT	QUANTITY
Cementitious Material Silos	3 Cement/PFA/GGBS Silo: 200 tonnes Cement/PFA/GGBS/Silica Fume Silo: 130 tonnes Cement/PFA/GGBS Silo: 120 tonnes
DCs for Cementitious Material Silos	3
DCs at other areas	2
Aggregate Ground Receiving Hopper	1
Aggregate Weigh Hopper	1
Admixture Weigh Hoppers	2
Cementitious Material Weigh Hoppers	3
Water Weigh Hopper	1
Ice Weigh Hopper	1
Aggregate O/H Bin	1
Aggregate Storage (for emergency use)	1

Figure 2-1 Major Component of Concrete Production Line

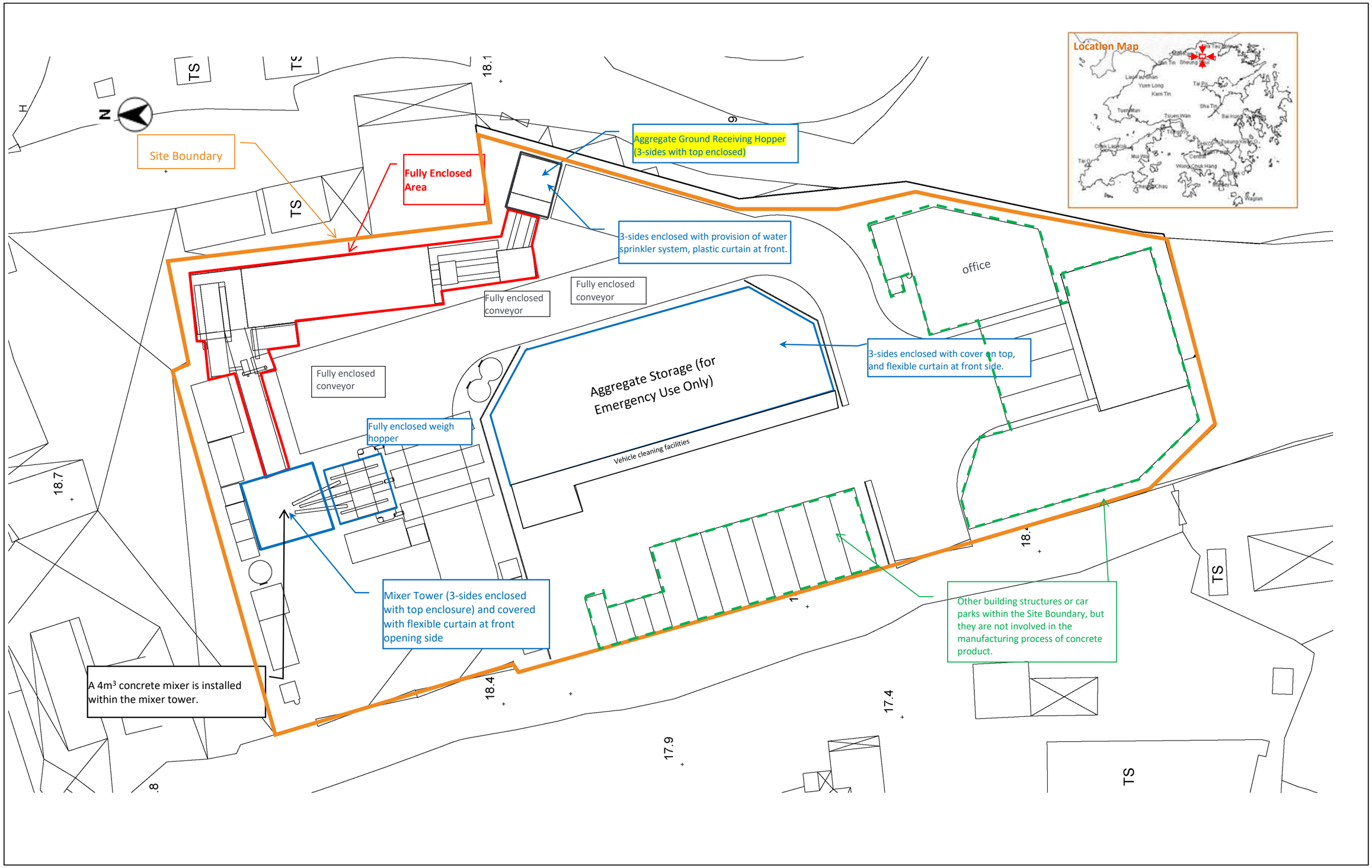


Figure 2-2 Indicative Block Plan and Locations of Emission Points

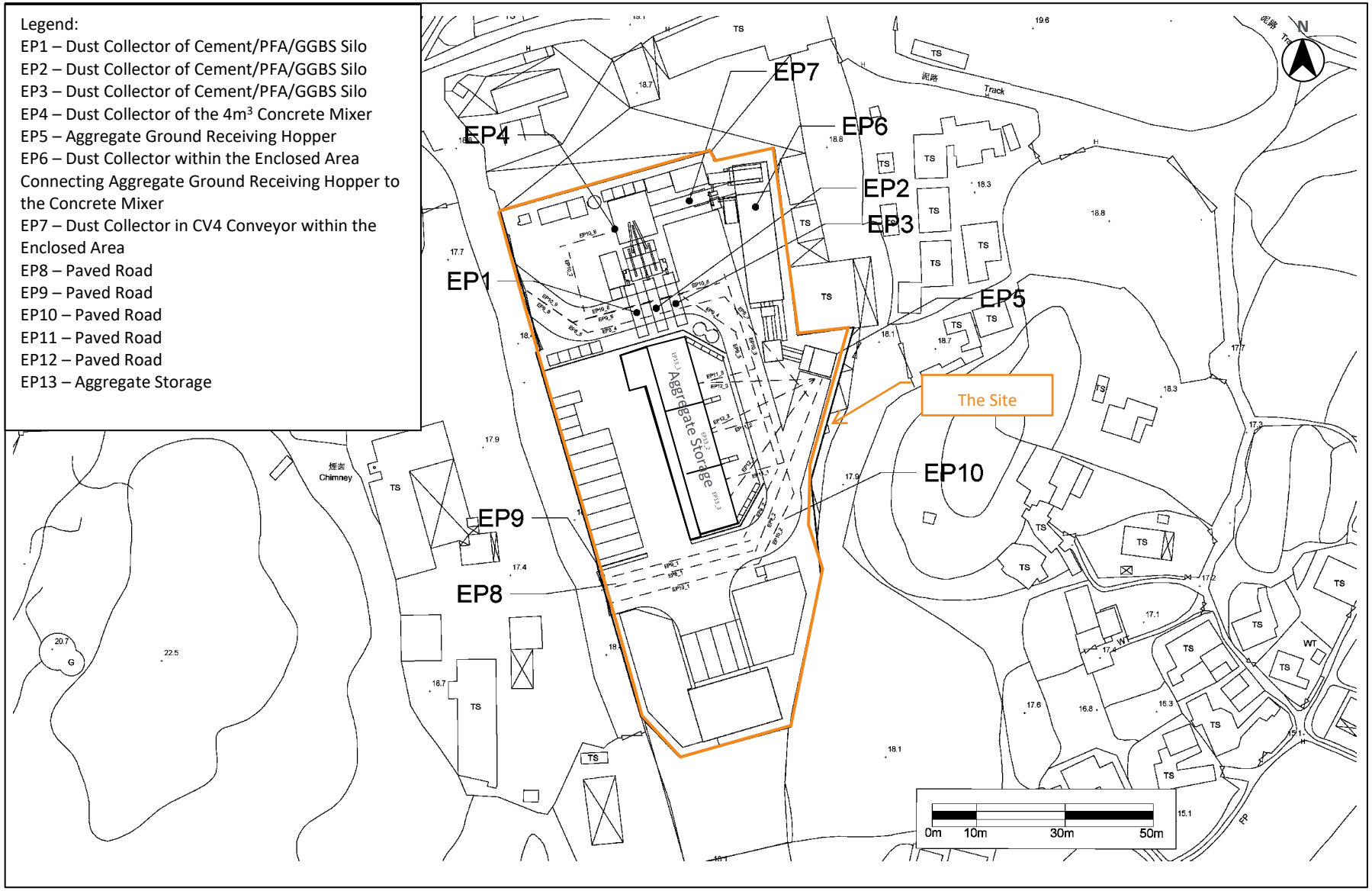
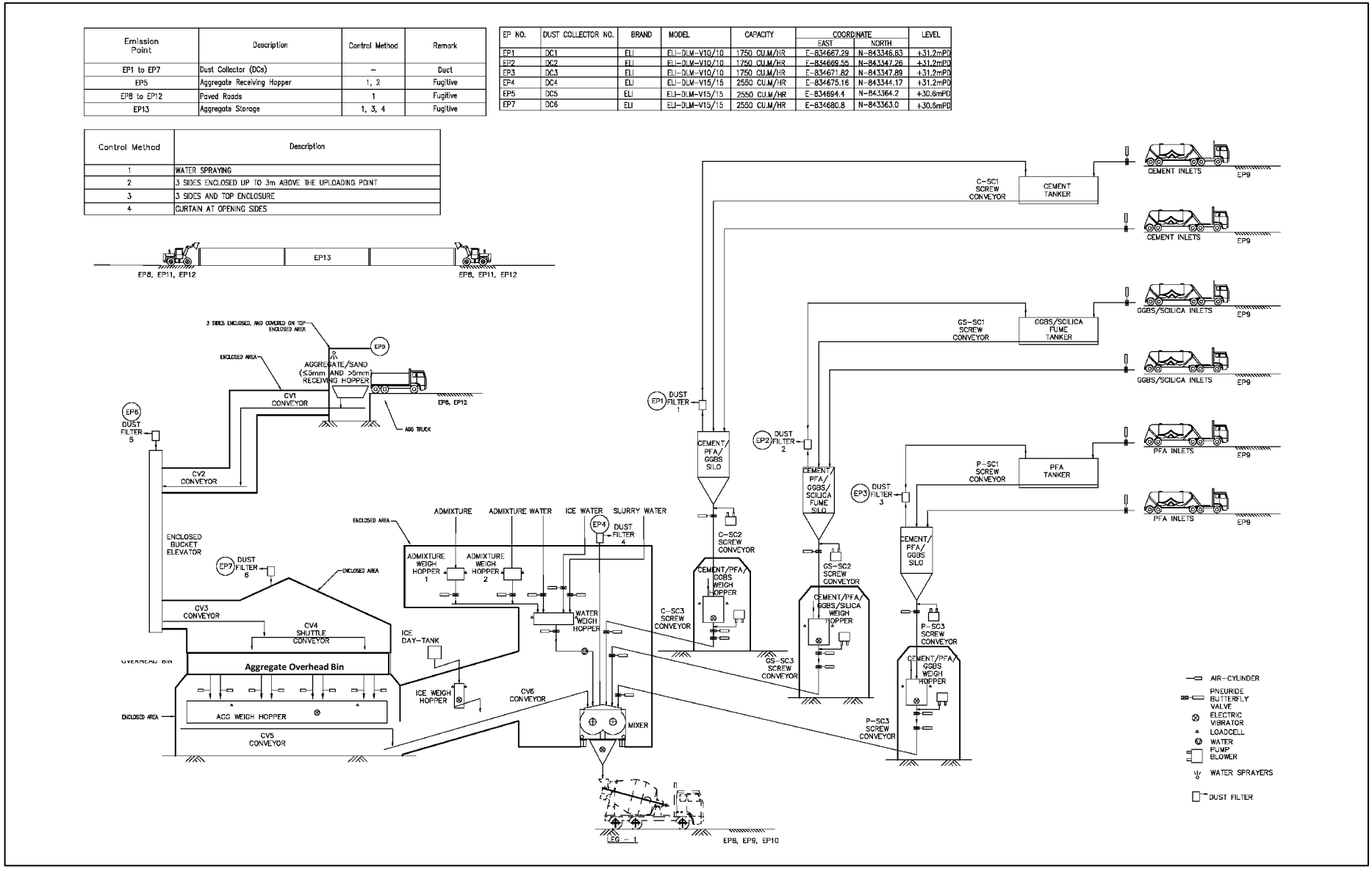


Figure 2-3 Indicative Schematic Diagram of the Proposed CBP

Emission Point	Description	Control Method	Remark
EP1 to EP7	Dust Collector (DCs)	–	Duct
EP5	Aggregate Receiving Hopper	1, 2	Fugitive
EP8 to EP12	Paved Roads	1	Fugitive
EP13	Aggregate Storage	1, 3, 4	Fugitive

EP NO.	DUST COLLECTOR NO.	BRAND	MODEL	CAPACITY	COORDINATE		LEVEL
					EAST	NORTH	
EP1	DC1	ELI	ELI-DLM-V10/10	1750 CUM/HR	E-834667.29	N-843346.63	+31.2mPD
EP2	DC2	ELI	ELI-DLM-V10/10	1750 CUM/HR	E-834669.55	N-843347.26	+31.2mPD
EP3	DC3	ELI	ELI-DLM-V10/10	1750 CUM/HR	E-834671.82	N-843347.89	+31.2mPD
EP4	DC4	ELI	ELI-DLM-V15/15	2550 CUM/HR	E-834675.16	N-843344.17	+31.2mPD
EP5	DC5	ELI	ELI-DLM-V15/15	2550 CUM/HR	E-834694.4	N-843364.2	+30.6mPD
EP7	DC6	ELI	ELI-DLM-V15/15	2550 CUM/HR	E-834680.8	N-843363.0	+30.6mPD

Control Method	Description
1	WATER SPRAYING
2	3 SIDES ENCLOSED UP TO 3m ABOVE THE UPLOADING POINT
3	3 SIDES AND TOP ENCLOSURE
4	CURTAIN AT OPENING SIDES



3 AIR QUALITY

3.1 Environmental Legislation and Standards

3.1.1 The following documents are referred to:

- The *Air Pollution Control Ordinance* (APCO) (Cap. 311) including the current Air Quality Objectives (AQOs) enforced since 1 January 2014.
- The *Air Pollution Control (Construction Dust) Regulation* enacted under Section 43 of the APCO.
- The *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation.*
- Chapter 9 Environment of *Hong Kong Planning Standards and Guidelines* (HKPSG).
- *A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process – Cement Works (Concrete Batching Plant) BPM 3/2(16)*" (the BMP).

APCO

3.1.2 The APCO provides statutory control of air pollutants from a variety of stationary and mobile sources. The prevailing AQOs and the new AQOs to be enacted from 1 January 2022 for seven pollutants, including Sulphur Dioxide ("SO_2"), Respirable Suspended Particulates ("RSP" or "PM_{10}"), Fine Suspended Particulates ("FSP" or "$PM_{2.5}$"), Nitrogen Dioxide ("NO_2"), Ozone ("O_3"), Carbon Monoxide ("CO") and Lead ("Pb"), are shown in shown in ***Table 3-1***.

Table 3-1 Hong Kong Air Quality Objectives

POLLUTANT	AVERAGING TIME	PREVAILING AQOs (EFFECTIVE ON 1 JANUARY 2014)		NEW AQOs (TO BE EFFECTIVE ON 1 JANUARY 2022)	
		CONCENTRATION LIMIT [i] (µg/m³)	NUMBER OF EXCEEDANCES ALLOWED	CONCENTRATION LIMIT [i] (µg/m³)	NUMBER OF EXCEEDANCES ALLOWED
Sulphur Dioxide (SO_2)	10-minute	500	3	500	3
	24-hour	125	3	50	3
Respirable Suspended Particulates (RSP or PM_{10}) [ii]	24-hour	100	9	100	9
	Annual	50	N/A	50	N/A
Fine Suspended Particulates (FSP or $PM_{2.5}$) [iii]	24-hour	75	9	50	35
	Annual	35	N/A	25	N/A
Nitrogen Dioxide (NO_2)	1-hour	200	18	200	18
	Annual	40	N/A	40	N/A
Ozone (O_3)	8-hour	160	9	160	9
Carbon Monoxide (CO)	1-hour	30,000	0	30,000	0
	8-hour	10,000	0	10,000	0
Lead (Pb)	Annual	0.5	N/A	0.5	N/A

Notes:

1. All measurements of the concentration of gaseous air pollutants, i.e., sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.
2. RSP means suspended particles in air with a nominal aerodynamic diameter of 10µm or less.
3. FSP means suspended particles in air with a nominal aerodynamic diameter of 2.5µm or less.
4. The 8-hour mean of CO concentration is calculated based on Item 9 of Schedule 5 of APCO. The maximum daily 8-hour mean concentration of CO in air is selected by examining 8-hour running averages, calculated from CO hourly data and updated each hour, that is:
   (a) the first calculation period for a day is the period from 5pm on previous day to 1am on that day.
   (b) the last calculation period for a day is the period from 4pm to 12 midnight on that day.

3.1.3 Under Section 14 of the APCP, a licence shall be obtained to operate a Specified Process (SP) of Schedule 1 of APCO. In accordance with Schedule 1 of APCO, a cement works in which the total silo capacity exceeds 50 tonnes and in which cement is handled is classified as a SP.

Air Pollution Control (Construction Dust) Regulation

3.1.4 Enacted under Section 43 of the APCO, the *Air Pollution Control (Construction Dust) Regulation* defines notifiable and regulatory works to ensure effective dust abatement measures have been properly implemented to reduce dust emissions for a number of construction activities.

3.1.5 The Regulation requires that any notifiable work[Ref.#1] shall give advance notice to EPD, and the contractor shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

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

3.1.6 This Regulation requires Non-road Mobile Machinery (NRMM), except those exempted, to comply with the prescribed emission standards. All regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by EPD. Only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.

HKPSG

3.1.7 The AQOs shall be achieved as soon as reasonably practicable and every planning effort should be made to reduce the air pollution emitters in those areas with exceedances of AQOs.

BPM

3.1.8 The BPM recommends a number of control measures. In addition, emission from non-fugitive fixed emission points in the specified and associated processes shall not:

- Exceed the concentration limits set out in ***Table 3-2***.
- Appear to be as dark as or darker than Shade 1 on the Ringelmann Chart when compared in the appropriate manner with the Ringelmann Chart or an approved device.

Table 3-2 Concentration Limit

POLLUTANT	CONCENTRATION LIMIT (mg/m^3)[NOTE 1]
Particulate Matter	10

1. Notifiable works include site formation, reclamation, demolition of a building, work carried out in any part of a tunnel that is within 100m of any exit to the open air, construction of the foundation of a building, construction of the superstructure of a building and road construction work.

Note:

1. The air pollutant concentration is expressed at reference conditions of 273K temperature, 101.3 kPa pressure, and without correction for water vapour content. Introduction of dilution air to achieve the emission concentration limit shall not be permitted.

3.2 Identification of Air Pollution Sources

Demolition and Construction Phases

3.2.1 During demolition stage, the structures of the existing CBP most of which are steel structures will be dismantled and most of the current paved area will not be removed. Construction phase will comprise two major phase, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation. Each major phase will include sub-phases. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. Minor excavation for construction of aggregate storage area will be carried out. Therefore, dust arising from the aforementioned construction and demolition works including the minor excavation works will be minimal. During construction stage, no site formation work will be required and it will only involve the erection of steel structures. Since all the structures of the proposed CBP will be precast and the construction will mainly involve assembling works, it is anticipated that potential dust impact generated will be negligible.

Operation Phase

3.2.2 The works and equipment of the proposed CBP for concrete production will be solely driven by the mains electricity supply. Therefore, particulate matters, i.e., Respirable Suspended Particulates ("RSP" or "PM_{10}"), Fine Suspended Particulates ("FSP" or "$PM_{2.5}$"), and Nitrogen Dioxide ("NO_2") will be the major air pollution concerns during the operation of the CBP. Particulate Matters ("PM") including RSP and FSP are the major pollutants that will be generated during the operating activities of the CBP including transferring and handling of dusty materials, fugitive dust emissions from vehicle movements and dust emissions from Dust Collectors ("DCs"), as well as vehicular emissions from open road networks within the 500m Study Area. On the other hand, NO_2 will be emitted from tailpipe emissions during the vehicle travelling within the CBP and also from open road networks within 500m Study Area. The Emission Points ("EPs") listed in ***Table 3-3*** and illustrated on ***Figure 3-1*** will be the major sources of RSP, FSP and NO_2 during the operation of the CBP.

Table 3-3 Summary of Identified RSP,FSP and NO_2 Emission Points

EP	DESCRIPTION	POLLUTANTS
EP1 to EP4, EP6 and EP7	Dust Collectors (DCs)	RSP and FSP
EP5	Aggregate Ground Receiving Hopper	RSP and FSP
EP8 – EP12	Paved Roads	RSP, FSP and NO_2
EP13	Aggregate Storage	RSP and FSP

3.2.3 The proposed product catalogues of the DCs to be adopted in the proposed CBP are shown in ***Appendix A***.

3.3 Emission Control Measures

3.3.1 The major potential emission sources during concrete production rate are fugitive dust emissions generated from loading, unloading, handling, transferring and storing activities. As no diesel generator is needed, there will be no emissions associated with combustion of Ultra-Low Sulphur Diesel ("ULSD"). RSP and FSP are the major air/dust emissions that will arise from the production of concrete.

3.3.2 The mitigation measures implemented at each EP are summarised in ***Table 3-4***, below.

Table 3-4 Summary of Emission Point Sources

EP	DESCRIPTIONS	MITIGATION MEASURES
EP1 to EP4, EP6 and EP7	Dust Collectors (DCs)	• Dust collectors shall be installed at the silos and silos shall be equipped with high level alarms to warn of over filling. Seating of pressure relief valves of all silos shall be checked at least once a week. Dust accumulated shall be properly handled. • During unloading of cement/PFA/GGBS/silica fume from tankers to the relevant silos via the pneumatic system, dust-laden air will be vented to the dust collector, in order to abate the dust emissions and comply with the BPM3/2(16) limit. • 3-side with top shall be enclosed and the front opening side of the Main Tower (EP4) shall be covered with flexible curtain. • The weight hopper shall be fully enclosed.
EP5	Aggregate Ground Receiving Hopper	• The receiving hopper shall be enclosed on top and 3 sides, plastic curtain shall be installed at the front. In no case shall these hoppers be used for material storage. Water spraying device shall be operated during the unloading of aggregate/crushed fines/sand.
EP8 – EP12	Paved Haul Roads	• All haul roads within the Site shall be paved and adequately wetted. • Vehicle cleaning facilities should be provided at the exit of the Site to wash off any dust/mud on the vehicles, including the wheels, prior to leaving the Site.
EP13	Aggregate Storage	• The aggregate stockpile areas with aggregate of sizes of >5mm, 10mm and 20mm will be enclosed on 3-sides with rigid wall sufficiently higher than the top of the stockpile to prevent whipping. Water sprayings shall be provided regularly to suppress dust emissions. • Stockpile areas with aggregates of size ≤5mm should be covered on top, enclosed on 3-sides. Flexible curtain shall be installed in the opening and water

EP	DESCRIPTIONS	MITIGATION MEASURES
		sprayings are provided regularly in the stockpile areas and also at the openings to suppress dust emissions.
NA	Conveyor	• The conveyor shall be fully enclosed.

3.4 Identification of Air Sensitive Receivers

3.4.1 A site visit was conducted on 7 November 2019. Based on the site visit and desktop review, the representative Air Sensitive Receivers ("ASRs") located in the vicinity of the Site have been identified. Some of the structures which were vacant/abandoned houses identified during the site visit are not considered as ASRs.

3.4.2 A number of representative ASRs have been identified within the 500m Study Area from the boundary of the Site, which are listed in ***Table 3-5***, below, and their locations are shown on ***Figure 3-2***.

Table 3-5 Representative ASRs

ASR NO.	DESCRIPTIONS	NO OF STOREYS	RECEPTOR HEIGHTS ABOVE GROUND LEVEL (mAG)	DISTANCE FROM THE SITE
ASR 1	Temporary Structure	3	1.5, 4.5 & 7.5	22.1
ASR 2	Temporary Structure	3	1.5, 4.5 & 7.5	21.6
ASR 3	Temporary Structure	3	1.5, 4.5 & 7.5	10.8
ASR 4	Temporary Structure	3	1.5, 4.5 & 7.5	52.6
ASR 5	Temporary Structure	3	1.5, 4.5 & 7.5	41.2
ASR 6	Temporary Structure	3	1.5, 4.5 & 7.5	62.6
ASR 7	Temporary Structure	3	1.5, 4.5 & 7.5	45.4
ASR 8	Temporary Structure	3	1.5, 4.5 & 7.5	42.2
ASR 9	Temporary Structure	3	1.5, 4.5 & 7.5	36.7
ASR 10	Ping Che Kat Tin Children Playground	1	1.5	55.2
ASR 12	Temporary Structure	3	1.5, 4.5 & 7.5	14.8
ASR 13	Temporary Structure	3	1.5, 4.5 & 7.5	24.6
ASR 14	Temporary Structure	3	1.5, 4.5 & 7.5	22.9
ASR 15	Temporary Structure	3	1.5, & 4.5	50.4
ASR 16	Temporary Structure	3	1.5	73.9
ASR 17	Village House, No. 505 Ping Che	1	1.5, 4.5 & 7.5	76.6
ASR 18	Village House 1, unknown	3	1.5, 4.5 & 7.5	51.8
ASR 19	Village House 2, unknown	3	1.5, 4.5 & 7.5	51.3
ASR 20	Village House, Ping Che Kat Tin 40	3	1.5, 4.5 & 7.5	99.8

ASR NO.	DESCRIPTIONS	NO OF STOREYS	RECEPTOR HEIGHTS ABOVE GROUND LEVEL (mAG)	DISTANCE FROM THE SITE
ASR 21	Village House, Ping Che Kat Tin 32D	3	1.5, 4.5 & 7.5	140.6
ASR 22	Village House, Ping Che Kat Tin 23E	3	1.5, 4.5 & 7.5	185.5
ASR 23	Village House, Ping Che Kat Tin 22B	3	1.5, 4.5 & 7.5	207.0
ASR 24	Wisen Industries Ltd., Ping Che No.	1	1.5	81.2
ASR 25	Village House, Ping Che No. 507	1	1.5	64.7
ASR 26	Storage of Duran (Hong Kong) Ltd.	2	1.5 & 4.5	37.4
ASR 27	Temporary Structure (新文華電焊公	1	1.5	20.8
ASR 28	Guadalupe Missioners, No. 508 Ping Che	1	1.5	40.0
ASR 29	Village House, No. 156 Ping Yeung	2	1.5 & 4.5	318.4
ASR 30	Temporary Structure (Storage)	1	1.5	217.0
ASR 31	Village House 4, unknown	2	1.5 & 4.5	201.0
ASR 32	Village House 3, unknown	1	1.5	217.6
ASR 33	Ping Che Children's Playground	1	1.5	309.6
ASR 34	Auto Repair Shop (冠好汽車維修)	1	1.5	291.7

3.5 Air Quality Impact Assessment

Background Air Quality

3.5.1 According to the "*Guidelines on Assessing the 'TOTAL' Air Quality Impacts*" issued by EPD, *Pollutants in the Atmosphere and their Transport over Hong Kong* ("PATH") is a territory-wide air quality model developed by EPD to estimate air pollutants concentration over the whole Pearl River Delta region including Hong Kong. The latest version of the PATH model is PATH-2016.

3.5.2 The data in year 2022 have been extracted from PATH V2.1 in Grids (38, 56), (38, 57), (39, 56) and (39, 57), which are adopted as the background pollutant concentrations for this EA study.

Assumptions Using PATH V2.1 data

3.5.3 With reference to Section 2.8 of "*Guidelines on Choice of Models and Model Parameters*" [Ref. 2] published by EPD in July 2021 suggests the adjustment of daily RSP and FSP for PATH V2.1 data are as follows:

- 10th highest daily RSP concentration: add 11µg/m^3
- Annual RSP concentration: add 10.3µg/m^3
- 19th and 36th highest daily FSP concentration: Nil
- Annual FSP concentration: add 3.5µg/m^3

3.5.4 PATH V2.1 data of background concentrations of pollutants was released by EPD in July 2021, while the upcoming AQO will be effective on 1 January 2022, hence the background concentrations of RSP and FSP in 2022 are summarised in ***Table 3-6*** below.

2 Guidelines on Choice of Models and Model Parameters, https://www.epd.gov.hk/epd/english/environmentinhk/air/guide_ref/guide_aqa_model_g1.html

Table 3-6 Background Concentrations of RSP and RSP in 2022 from PATH V2.1

Pollutant	Averaging Time	AQO (µg/m³)	Data	Background Concentrations (µg/m³) from PATH V2.1 Grids				past background
				(38, 56)	(38, 57)	(39, 56)	(39, 57)	
RSP	24-hour	100 (9)	Maximum	104.5	103.6	97.6	98.2	67
			10th Maximum	71.1	70.8	68.6	69.8	55
			No. Exceedance	1	1	0	0	0
	Annual	50	Average	29.3	29.6	28	28.5	--*
FSP	24-hour	50 (35)	Maximum	86.4	85.3	80.2	80.6	46
			10th Maximum	N/A	N/A	N/A	N/A	32
			No. Exceedance	N/A	N/A	N/A	N/A	0
			19th Maximum	41.8	41.6	39.4	40.3	N/A
			No. Exceedance	N/A	N/A	N/A	N/A	N/A
			36th Maximum	27.5	28	25.6	26	N/A
			No. Exceedance	11	11	11	11	N/A
	Annual	25	Average	17.2	17.3	15.9	16.4	--*
NO_2	1-hour	200 (18)	Maximum	158.7	156.5	154.3	150.1	172
			19th Maximum	116.0	115.3	102.9	96.0	112
			No. Exceedance	0	0	0	0	0
	Annual	40	Average	13.6	13.6	11.5	12.0	--*

Note:

* Month with less than 480 hours of data

The data of past background at North District AQMS were extracted from *Air Quality In Hong Kong 2020, EPD (2021)*

3.6 Assessment Methodology for Cumulative Impact Assessment

3.6.1 In accordance with EPD's "*Guidelines on Assessing the "'Total' Air Quality Impacts*" published in January 2016, the total air quality impacts comprise contributions from three tiers of emission sources, which include the followings:

- Tier 1 – Primary contributions which include emission sources induced by the project.
- Tier 2 – Secondary contributions which include pollutant-emitting activities in the immediate neighbourhood
- Tier 3 – Background contributions which include pollution not accounted for by the previous two tiers

3.6.2 Based on the above definitions, the following emissions sources have been identified as the three tiers of emission sources, which were summed up as the cumulative air quality impacts in this study.

Emissions from the Operation of the Proposed CBP (Tier 1 Emissions)

3.6.3 Emissions generated from the operation phases of the proposed CBP are the emission sources induced by the project. Hence, emission points from the CBP are identified and these EPs are considered as the Tier 1 emission and were assessed using the air dispersion model AERMOD.

Emission from the Immediate Neighbourhood (Tier 2 Emission)

3.6.4 Tier two emissions are those emissions arising from the operation of the proposed development (i.e. CBP) as well as those generated by other concurrent projects including operations of industrial plant governed under SP Licences or other chimney emissions identified within 500m Study Area. Air dispersion model AERMOD is adopted for simulating the impacts from these types of emissions on the ASRs. With reference to the Regional Office (North) of EPD's record, there is no emission identified within 500m Study Area that is governed under SP Licence. The relevant letter issued by EPD is shown in ***Appendix B***. In accordance with the approved EIA "*North East New Territories New Development Area (EIA-213/2013)*", there is one existing chimney identified within 500m Study Area. The emission from this chimney will be included in the cumulative air quality impact assessment. The location of the chimney identified is shown in ***Figure 3-3***. The emission details are listed below.

No.	ID	Descriptions	Source Type	Fugitive/ Non-fugitive	X	Y	Ground mPD [Note 1]	Height (mAG)	Exhaust Gas Flowrate (m^3/h)	Exhaust Gas Flowrate (m^3/s)	Diameter (m)	Exit Temperature (K)	Exit Velocity (m/s)	RSP	NO_x
														Emission Rates (g/s)	Emission Rates (g/s)
1	C1	Existing Chimneys	Point	Non-fugitive	834800.0	842780.0	15.4	22	11,945.9	3.31831	0.65	373	10	0.054530	0.545300

Note
1. With reference to the Appendix 3-7 of the Approved EIA "North East New Territories New Development Areas Planning and Engineering Study – Investigation", no mPD level of the Ch
Therefore, 15.4mPD level as revealed from the basemap of Survey Mapping Office (SMO) of Lands Department is assumed.

3.6.5 Tier two emissions related to the vehicular emissions generated from the off-site traffic, i.e. open roads within 500m study area have been estimated using both the EMFAC-HK Version 4.3 developed by EPD, as well as a line source air dispersion model namely CALINE4 model developed by USEPA. EMFAC-HK Version 4.3 is a tool for estimating the emission factors for roads segment within 500m Study Area, while CALINE4 model could be used for estimating the concentrations of pollutants at ASRs generated from the tailpipe emissions of vehicles travelling along the road networks within 500m Study Area. The assumptions adopted for these two modelling tools are presented in ***Sections 3.7*** and ***3.8*** below. The open road networks within 500m Study Area that will be included in the vehicular emissions is shown in ***Figure 3-4***.

PATH V2.1Background Concentration (Tier 3 Emissions)

3.6.6 PATH V2.1 data extracted from EPD which are projected background concentrations of different pollutants at particular PATH grids have been adopted as the background concentrations of various pollutants.

Cumulative Impacts

3.6.7 Air quality impacts arising from Tiers One, Two and Three emissions as described in ***Sections 3.6.3*** to ***3.6.5*** are summed up together to obtain the cumulative impacts of pollutants at the ASRs.

3.7 AERMOD and AERMET

3.7.1 A Gaussian dispersion model "AERMOD" has been used to estimate pollutant concentrations at ASRs. The model is originally developed by the United States Environmental Protection Agency (USEPA) and is adopted for evaluating industrial chimney releases (point sources) as well as area and volume sources.

3.7.2 "AERMET" is a meteorological pre-processor developed by USEPA and is used for organising meteorological data into a format suitable for use by AERMOD. Three stages are involved in AERMET for processing the meteorological data; the first stage extracts meteorological data and processes the data with quality assessment checks; the second stage merges all data available for 24-hour periods and stores these data in a single file; and the third stage reads the merged meteorological data and estimates the necessary boundary layer parameters for use by AERMOD.

Meteorological Conditions

3.7.3 The meteorological data modelled by using WRF in grids (38, 56), (38, 57), (39, 56) and (39, 57) at the lowest level were adopted for the air quality modelling assessment and some adjustments had been made based on the following assumptions:

1. The data of the first 8 hours of Year 2010 (i.e., hours 01 to 07 on 1 January 2010) were not provided in the WRF data file. Therefore, the data of the first 8 hours were assumed to be the same as those data from hours 01 to 07 on 1 January 2011. The temperatures, wind speeds, wind directions, cloud covers, relative humidity, mean sea level pressure and mixing height extracted from the WRF were converted into format that is suitable for on-site data input in AERMET.
2. Hours 01 to 23 in WRF raw meteorological data were assumed as hours 01 to 23 in the final meteorological data file. Hour 00 of WRF is assumed as Hour 24 of the previous day in final meteorological date file.
3. With reference to King's Park Weather Station data recorded in 2010 provided by Hong Kong Observatory ("HKO"), the minimum mixing height is 121.3m and the maximum mixing height is 1,667m.
4. The wind speed extracted from raw WRF meteorological data which are less than 1m/s are adjusted to be 1m/s.
5. Cloud cover extracted from raw WRF meteorological data have original values ranges between 0 to 1, which are converted to unit of tenths with reference to the USEPA *AERMET User's Guide*, and the definition of CD144 format as mentioned in the *PCRAMMET User's Guide* to classify the amount of cloud cover measured in tens of percent was adopted, e.g.:
   (1) 0 = clear or less than 10%
   (2) 4 = 40% – 49%
   (3) ''-'' = overcast of 100%
6. Surface roughness was determined based on an inverse-distance weighted geometric mean for a default upwind distance of 1km relative to the measurement site.
7. 7Bowen ratio should be based on a simple unweighted geometric mean (i.e., no direction or distance dependency) for a representative domain, with a default domain defined by a 10km by 10km region centred on the measurement site.
8. Albedo should be based on a simple unweighted arithmetic mean (i.e., no direction or distance dependency) for the same representative domain as defined for Bowen ratio, with a default domain defined by a 10km by 10km region centred on the measurement site.
9. The anemometer height of the meteorological data file was set to be 9m above ground as 9m was the centre of first of 26 vertical levels of WRF data with reference to Section 4.3.1 of *EPD's Final Report of the Territory-wide Air Quality Modelling System Study*.
10. The base elevation of the anemometer adopted in the AERMOD model was assumed to be same as the mPD level of the project site which is approximately 18.2mPD as shown on the survey map provided by the Survey and Mapping Office ("SMO") of the Lands Department.

3.7.4 Surface and upper air levels meteorological data should be required and inputted into AERMET. The lowest level of WRF meteorological data at Grids (38, 56), (38, 57), (39, 56) and (39, 57) were converted to the recognised format and are adopted as the on-site data in AERMET model. The detailed assumptions of the landuse justifications, including the relevant details of sectors

divided, calculation of roughness length, bowen ratio and albedo and their corresponding figures are shown in ***Appendix C***.

3.7.5 The output from AERMET consists of two parts; a file with extension ".sfc" is the surface air data; and a file with extension ".pfl" is the upper air data. Data including wind speed, wind direction and temperature in the surface air data from the output file in ".sfc" format were replaced by the original WRF data.

Particle Size Distribution

3.7.6 Particle size distributions are varied for different types of emissions. Therefore, individual particle size distributions for each emission type have been assumed as listed in ***Table 3-7,*** below, in order to better reflect actual emissions conditions.

3.7.7 No particle size distribution was adopted for Dust Collectors (DCs) including EP1 to EP4 and EP6 – EP7 (i.e. DC1 to DC6) due to these emission sources not being fugitive.

Table 3-7 Particle Size Distribution for Different Emission Types

Emission Activity	Particle Size Distribution	Reference	Applied to Emission Sources
Area sources for material loading/ unloading including aggregate storage, and feed hopper	**Mean Particle Size (µm)** / **RSP %age** / **FSP %age** 1.25 / 15% / 100% 3.75 / 42% / 7.5 / 43% / / **100%** / **100%**	Section 13.2.4.3 Aggregate Handling and Storage Piles, AP-42, USEPA.	**EP5**: Aggregate Ground Receiving Hopper EP13 Aggregate Storage
Area sources for truck movements such as Paved Road	**Mean Particle Size (µm)** / **RSP %age** / **FSP %age** 1.25 / 24.2% / 100% 6.25 / 75.8% / / **100%** / **100%**	Table 13.2.1-1 and page 13.2.1-12 of Section 13.2.1.3 of AP-42, USEPA	**EP8 – EP12**: Paved Roads

NOx to NO_2 Conversion

3.7.8 Ozone Limiting Method (OLM) was adopted for conversion of NO_X to NO_2 concentrations from the vehicular tailpipe emissions. According to EPD's Guidelines on Choice of Models and Model Parameters, a conservative 28% of tailpipe NO_X can be assumed to be NO_2 (on a mixing ratio basis) for all vehicle types. With the use of the OLM, NO_2 concentration will be estimated using the following equation:

$$[NO_2]_{pred} = 0.28 \times [NO_X]_{pred\ (CALINE4)} + \text{Minimum}\ \{0.72 \times [NO_X]_{pred(CALINE4)}, \text{OR}\ (46/48) \times [O_3]_{bkgd}\}$$

where

$[NO_X]_{pred\ (CALINE4)}$ = the predicted NO_2 concentration obtained from CALINE4

$[NO_2]_{pred}$ = the predicted NO_X concentration

3.8 Air Modelling for Vehicular Emissions – EMFAC HK Version 4.3 and CALINE4

3.8.1 Vehicular emissions generated from tailpipe emissions from vehicles are modelled for open roads within the 500m Study Area surrounding the Site, as shown on ***Figure 3-3***. Since RSP, FSP

and NO_2 are the dominant pollutants arising from vehicular emissions, these pollutants have been assessed in the vehicular emission assessment.

EMFAC HK Version 4.3

3.8.2 The latest EMFAC HK Version 4.3 developed by EPD was adopted to estimate the emission factors for pollutants RSP and FSP. The modelling mode namely EMFAC mode has been adopted in this study, which generates emission factors in terms of grams of pollutant emitted per vehicle activity (i.e. in gram/vehicle/mile). The EMFAC mode calculates a matrix of emission factors at specific values of temperature, Relative Humidity ("RH") and vehicle speed for each vehicle class/technology combination. 1-year hourly temperature and RH in 2020 purchased from HKO at Ta Kwu Ling Weather Station were adopted for input. Therefore, the minimum temperature and RH in 2020 for hour 1 to hour 24 throughout the whole year were adopted for estimating the worst-case scenario of EMFAC HK emission factors. The types of emission processes evaluated in EMFAC-HK V4.3 mainly include emissions from running exhaust and start exhaust. Start emissions were applied for all vehicle types on Local Distributor ("LD") and on-site paved roads within the CBP. No cold start emissions were assumed for road types of Primary Distributor ("PD"), Urban Truck Road ("UT"), District Distributor ("DD"), and Expressway ("EX") as the chance of emissions generation from starting engine is low. This assumption is commonly adopted in other approved Environmental Impact Assessment ("EIA") reports. The number of trips for LD and on-site paved roads within the CBP is estimated by scaling the number of trip for vehicle class within the entire HKSAR using the ratio of VKT for DD, LD and on-site paved roads within the study area to VKT for local and rural roads within the entire HKSAR:

Trips for local and rural roads within Study Area

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

3.8.3 As emission factors (in gram/vehicle/mile) generally reduce over time as technology improves and engines become cleaner and/or pollution control device (such as catalytic converters) become more effective.

3.8.4 Calendar year 2023 in the EMFAC HK was adopted as it is the first year of the tentatively commencement year of the CBP operation. As advised by the traffic consultant, traffic flow is predicted to increase over years with a particular growth rate. Hence, the highest traffic flow within 15 years of occupation will generally be considered as the 15th year from the occupation year, i.e. 2038. On the other hand, vehicular emissions will be improved over the years as there are improvements of vehicle engines technology. Therefore, the highest emission factors will be 2023 among the 15 years after the operation of the CBP. In this connection, adopting emission rates from 2023 together with the traffic forecast data in 2038 will be considered the worst-case scenario in terms of air quality impacts, as this will be the highest emission factors and the highest traffic flow. Detailed of traffic data in 2038 adopted and emission factors estimated using EMFAC-HK are shown in ***Appendix E***. Based on the CBP operator's experience, approximately five minutes would be required to fully unload concrete to a concrete lorry mixer. Because all the trucks including aggregate trucks, concrete lorry mixers, etc., for the CBP will use the same access road, site entrance and site exit, it is not practicable for delivering raw materials when the CBP is under full production. Therefore, the predicted number of 12 veh/hour for Fixed Noise Impact Assessment is a reasonable and realistic figure, while the number of 56 veh/hour adopted in the air modelling is the worst-case scenario.

CALINE4

3.8.5 CALINE4 is a line source air dispersion model and is adopted to estimate the vehicle emission impacts based on the emission rates estimated from EMFAC HK. All major open road sources within 500m Study Area are included for the vehicular emissions assessment.

3.8.6 Since there are constraints for the height input of road sources in CALINE4 model, the following assumptions for estimating the height h_1 have been made in order to deal with this limitation:

- The formation level of the site will be about 18.2mPD, which have been assumed as a reference terrain level.
- For the roads within mPD levels lower than or equal to the reference level (i.e. 18.2mPD), their heights have been assumed as 0m.
- For those roads with mPD levels equal to or higher than 28.2mPD (i.e. 18.2mPD + 10m), their heights are assumed as 10m.
- For those roads with mPD level between 18.2mPD and 28.2mPD, its height will be equal to its height minus 18.2mPD. For example, if the road height is 25mPD, its height are input to be 25mPD – 18.2mPD = 6.8m in the model file.

3.8.7 For the road segments with vertical noise barriers, it is assumed that the traffic pollutants generated from the mitigated road sections would be emitted from the top of the noise barrier. Furthermore, the width of the mixing zone would be assumed as the actual width of the roads. On the other hand, for noise barriers with canopies (i.e. cantilever barrier) and semi noise enclosures, it is assumed that the traffic pollutants would shift by a distance equal to the covered extent of the mitigated roads.

3.8.8 From the above assumption made for estimating the h_1, together with the actual height above ground (i.e. h_0) of the road sources, the height input (i.e. h') for road sources in the CALINE4 model is equal to

- $h' = h_0 + h_1$ if $h' <= 10m$
- $h' = 10m$ if $h' > 10$

3.8.9 1-year hourly stability class data is estimated using the PCRAMMET tool developed by USEPA.

3.8.10 With the estimation of hourly stability class data, a completed set one year metrological data extracted from WRF were adopted in the CALINE4 modelling input including the following:

- Temperature
- Wind speed
- Wind direction
- Mixing height
- Stability class
- Surface roughness (Z_0) = 50cm
- Standard deviations for different stability classes: $\sigma \times (Z_0/15cm)^{0.2}$

where Stability Class A (σ_A) = 22.5°

Stability Class B (σ_B) = 22.5°

Stability Class C (σ_C) = 17.5°

Stability Class D (σ_D) = 12.5°

Stability Class E (σ_E) = 7.5°

Stability Class F (σ_F) = 3.8°

3.8.11 Considering that the site is located in rural area with mainly open workshops, mountainous area and some scattered village houses to its surrounding, hence surface roughness of 50cm for new development is adopted with reference to EPD's Guidelines on Choice of Models and Model Parameters.

3.9 Assessment Results

3.9.1 Under the conservative approach by assuming emission rates of PM, RSP and FSP are equal to the maximum allowed emission concentration of 10mg/m^3 from DCs at EP1 – EP4 and EP6 – EP7 in AERMOD modelling, as well as to adopt the highest emissions factors at 2023 coupled with the highest traffic flow in 2038 in vehicular emissions, the worst-case scenario of cumulative results of different pollutants are estimated. Cumulative pollutant concentrations are estimated by summing the impacts generated by the operation of the proposed CBP estimated by the AERMOD, the impacts from vehicular emissions estimated by CALINE4, and the background concentrations extracted from EPD's PATH-2016 data. The predicted cumulative impacts of the 10th highest daily and annual average RSP and FSP, as well as the 19th highest hourly and annual average NO_2 are shown in ***Table 3-8***, below.

3.9.2 As shown in ***Table 3-8***, the cumulative RSP, FSP and NO_2 concentrations at all representative ASRs are below the corresponding AQO limits.

3.9.3 Contour plots of the 10th highest 24-hour and annual RSP, the 10th highest 24-hour and annual FSP, and the 19th highest 1-hour NO_2 and annual NO_2 at their corresponding worst hit level are shown in ***Figure 3-5*** to ***Figure 3-8***, respectively. As shown in these figures, pollutant concentrations at all representative ASRs and other areas with sensitive uses are in compliance with their AQOs limits and not exceedance are identified.

3.9.4 Therefore, it is anticipated that the operation of the proposed CBP will not cause any unacceptable air quality impacts to its surrounding.

Table 3-8 Cumulative Air Quality Impacts at the Representative ASRs

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³							
				10th HIGHEST 24-HR RSP	ANNUAL RSP	10th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2	36th HIGHEST 24-HR FSP	ANNUAL FSP
				COMPARED WITH CURRENT AQO						COMPARED WITH NEW AQO TO BE ENACTED ON 1 JANUARY 2022	
ASR1	Temporary Structure	G/F	1.5	69.1	30.5	51.9	17.1	113.7	15.7	26.3	17.1
		1/F	4.5	69.1	30.2	52.0	17.0	111.9	15.3	26.3	17.0
		2/F	7.5	69.3	29.6	52.2	16.9	109.9	14.6	26.2	16.9
ASR2	Temporary Structure	G/F	1.5	69.4	31.1	52.0	17.2	120.7	15.7	26.5	17.2
		1/F	4.5	69.5	30.7	52.2	17.1	112.5	15.3	26.3	17.1
		2/F	7.5	69.9	29.8	52.7	17.0	111.6	14.6	26.2	17.0
ASR3	Temporary Structure	G/F	1.5	75.2	32.9	52.6	17.8	123.3	16.0	27.1	17.8
		1/F	4.5	73.2	31.7	52.8	17.4	114.9	15.4	26.5	17.4
		2/F	7.5	71.2	30.1	53.5	17.1	111.6	14.6	26.2	17.1
ASR4	Temporary Structure	G/F	1.5	72.3	29.8	53.0	16.8	118.6	14.1	26.1	16.8
		1/F	4.5	72.3	29.6	52.9	16.7	114.0	13.9	26.0	16.7
		2/F	7.5	72.2	29.2	53.1	16.6	112.2	13.7	26.0	16.6
ASR5	Temporary Structure	G/F	1.5	72.4	30.1	52.7	16.9	116.7	14.1	26.7	16.9
		1/F	4.5	72.3	29.9	52.6	16.8	115.7	14.0	26.3	16.8
		2/F	7.5	72.2	29.4	52.5	16.7	113.1	13.7	26.0	16.7
ASR6	Temporary Structure	G/F	1.5	72.2	29.1	52.1	16.5	112.0	13.5	26.0	16.5
		1/F	4.5	72.2	29.1	52.1	16.5	111.8	13.4	26.0	16.5
		2/F	7.5	72.2	29.0	52.0	16.5	111.5	13.3	26.0	16.5
ASR7	Temporary Structure	G/F	1.5	72.3	29.0	52.0	16.5	111.5	13.8	26.0	16.5
		1/F	4.5	72.2	29.0	52.0	16.5	110.3	13.7	26.0	16.5
		2/F	7.5	72.2	28.9	51.9	16.5	109.5	13.5	26.0	16.5
ASR8	Temporary Structure	G/F	1.5	70.3	28.8	52.1	16.4	112.4	14.1	26.0	16.4
		1/F	4.5	70.2	28.8	52.0	16.4	111.5	14.0	26.0	16.4
		2/F	7.5	70.0	28.8	52.0	16.5	109.8	13.7	26.0	16.5

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³							
				10th HIGHEST 24-HR RSP	ANNUAL RSP	10th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2	36th HIGHEST 24-HR FSP	ANNUAL FSP
				COMPARED WITH CURRENT AQO						COMPARED WITH NEW AQO TO BE ENACTED ON 1 JANUARY 2022	
ASR9	Temporary Structure	G/F	1.5	69.6	28.8	52.2	16.4	113.1	15.1	26.0	16.4
		1/F	4.5	69.5	28.8	52.2	16.4	111.5	14.2	26.0	16.4
		2/F	7.5	69.5	28.8	52.1	16.5	111.5	13.8	26.0	16.5
ASR10	Ping Che Kat Tin Children Playground	G/F	1.5	69.6	28.7	52.2	16.4	111.5	15.2	26.1	16.4
ASR11	Temporary Structure	G/F	1.5	71.1	29.5	52.8	16.7	115.3	15.8	26.2	16.7
		1/F	4.5	70.9	29.4	52.7	16.7	112.4	15.0	26.2	16.7
		2/F	7.5	71.0	29.1	52.7	16.6	108.0	14.2	26.3	16.6
ASR12	Temporary Structure	G/F	1.5	73.4	35.6	53.8	18.5	133.0	20.2	28.0	18.5
		1/F	4.5	72.4	32.7	53.7	17.6	111.5	17.1	27.4	17.6
		2/F	7.5	72.1	30.7	53.5	17.1	106.8	15.2	26.8	17.1
ASR13	Temporary Structure	G/F	1.5	72.1	33.3	53.5	17.9	109.3	19.5	27.4	17.9
		1/F	4.5	72.0	32.2	53.4	17.6	107.2	18.2	27.2	17.6
		2/F	7.5	71.7	30.9	53.3	17.2	106.8	16.6	26.8	17.2
ASR14	Temporary Structure	G/F	1.5	73.7	34.7	53.3	19.1	127.4	22.4	28.3	19.1
		1/F	4.5	71.4	34.0	53.2	19.0	112.2	20.5	28.3	19.0
		2/F	7.5	71.3	33.7	53.1	19.4	108.4	18.0	28.5	19.4
ASR15	Temporary Structure	G/F	1.5	70.5	31.2	53.2	17.9	113.2	18.9	27.4	17.9
		1/F	4.5	70.5	31.2	53.1	18.0	112.2	17.7	27.5	18.0
ASR16	Ping Yeung Public School	G/F	1.5	68.9	29.4	52.5	16.9	105.8	16.3	26.1	16.9
ASR17	Village House, No. 505 Ping Che	G/F	1.5	68.8	29.1	51.8	16.6	104.0	15.4	25.8	16.6
		1/F	4.5	68.8	29.1	51.7	16.7	103.7	15.1	26.0	16.7
		2/F	7.5	68.8	29.2	51.7	17.0	103.5	14.7	26.0	17.0
ASR18	Village House 1, unknown	G/F	1.5	69.1	29.2	52.0	16.7	112.4	16.3	26.1	16.7
		1/F	4.5	69.1	29.1	52.1	16.7	111.1	15.5	26.1	16.7

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³							
				10th HIGHEST 24-HR RSP	ANNUAL RSP	10th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2	36th HIGHEST 24-HR FSP	ANNUAL FSP
				COMPARED WITH CURRENT AQO						COMPARED WITH NEW AQO TO BE ENACTED ON 1 JANUARY 2022	
		2/F	7.5	69.3	29.2	52.2	16.9	106.3	14.6	26.0	16.9
ASR19	Village House 2, unknown	G/F	1.5	68.9	29.1	51.9	16.6	112.1	15.3	26.1	16.6
		1/F	4.5	68.9	29.0	51.8	16.6	112.1	14.7	26.0	16.6
		2/F	7.5	68.9	29.0	51.8	16.7	110.9	14.0	26.0	16.7
ASR20	Village House, Ping Che Kat Tin 40	G/F	1.5	69.5	28.5	52.1	16.3	108.3	14.9	25.9	16.3
		1/F	4.5	69.5	28.5	52.1	16.3	106.9	14.6	25.9	16.3
		2/F	7.5	69.5	28.5	52.1	16.3	106.2	14.2	25.9	16.3
ASR21	Village House, Ping Che Kat Tin 32D	G/F	1.5	70.1	28.5	52.3	16.3	106.8	14.7	25.8	16.3
		1/F	4.5	70.1	28.5	52.3	16.3	106.6	14.5	25.7	16.3
		2/F	7.5	69.9	28.5	52.3	16.3	106.4	14.3	25.7	16.3
ASR22	Village House, Ping Che Kat Tin 23E	G/F	1.5	71.0	28.5	52.6	16.3	108.6	15.1	25.6	16.3
		1/F	4.5	70.9	28.5	52.6	16.2	108.2	15.0	25.6	16.2
		2/F	7.5	70.5	28.5	52.4	16.3	107.8	14.7	25.6	16.3
ASR23	Village House, Ping Che Kat Tin 22B	G/F	1.5	71.2	28.9	52.7	16.5	112.4	16.7	25.7	16.5
		1/F	4.5	71.2	28.9	52.6	16.5	111.5	16.3	25.7	16.5
		2/F	7.5	71.0	28.9	52.5	16.5	111.1	15.6	26.0	16.5
ASR 24	Wisen Industries Ltd., No. 506 Ping Che	G/F	1.5	68.9	28.9	51.8	16.5	105.8	14.7	26.0	16.5
ASR 25	Village House, No. 507 Ping Che	G/F	1.5	69.1	29.0	52.0	16.6	109.8	15.1	26.1	16.6
ASR 26	Storage of Duran (Hong Kong) Ltd.	G/F	1.5	69.0	29.6	51.9	16.8	114.3	19.4	26.2	16.8
		1/F	4.5	68.9	29.3	51.8	16.7	112.6	15.7	26.1	16.7
ASR 27	Temporary Structure (新文華電焊公司)	G/F	1.5	69.0	29.8	51.9	16.9	120.0	17.1	26.2	16.9

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³							
				10th HIGHEST 24-HR RSP	ANNUAL RSP	10th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2	36th HIGHEST 24-HR FSP	ANNUAL FSP
				COMPARED WITH CURRENT AQO						COMPARED WITH NEW AQO TO BE ENACTED ON 1 JANUARY 2022	
ASR 28	Guadalupe Missioners, No. 508 Ping Che	G/F	1.5	69.3	30.4	53.2	17.4	112.3	22.5	26.5	17.4
ASR 29	Village House, No. 156 Ping Yeung	G/F	1.5	68.8	28.3	51.7	16.2	108.2	16.4	25.7	16.2
		1/F	4.5	68.8	28.2	51.7	16.1	104.3	14.8	25.6	16.1
ASR 30	Temporary Structure (Storage)	G/F	1.5	68.9	28.5	51.9	16.3	117.2	17.1	25.7	16.3
ASR 31	Village House 4, unknown	G/F	1.5	68.9	28.7	51.8	16.5	111.9	16.2	25.8	16.5
		1/F	4.5	68.8	28.6	51.8	16.4	106.2	15.1	25.7	16.4
ASR 32	Village House 3, unknown	G/F	1.5	71.5	30.5	53.9	18.0	118.1	27.0	28.4	18.0
ASR 33	Ping Che Children's Playground (坪輋兒童遊樂場)	G/F	1.5	74.1	30.5	55.3	18.2	154.2	N/A	28.6	18.2
ASR 34	Auto Repair Shop (冠好汽車維修)	G/F	1.5	69.3	28.4	52.1	16.3	115.9	18.7	25.7	16.3
Maximum Concentration (µg/m³)				**75.2**	**35.6**	**55.3**	**19.4**	**154.2**	**27**	**28.6**	**19.4**
Current AQO Criteria (µg/m³)				**100 [9]**	**50**	**75 [9]**	**35**	**200 [19]**	**40**	**N/A**	**N/A**
New AQO Criteria (µg/m³)				**100 [9]**	**50**	**N/A**	**N/A**	**200 [19]**	**40**	**50 [35]**	**25**

Notes:

1. On the last row, the numbers in square brackets ("[]") are the maximum numbers of exceedances allowed per year.
2. Each underlined value is the maximum predicted concentration among all ASRs.
3. ASR 10 and ASR 33 are children playground and people will only have transient stay at these areas, therefore only short term NO_2 impact (19th highest hourly impact) will be assessed, while long term NO_2 impact (annual average impact) are considered not applicable.

Mitigation Measures

3.9.5 The following mitigation measures should be provided, implemented and maintained during the operation phase of the CBP:

(a) Cementitious storage silos shall be equipped with high level alarms to warn of over-filling.

(b) Seating of pressure relief valves of all silos shall be checked at least once a week during the process of filling dusty materials into the silos to ensure no dust-laden air leakage from the pressure relief valves.

(c) A high standard of housekeeping shall be maintained to minimise generation of fugitive emissions. All spillages or deposits of materials shall be cleaned up as soon as possible.

(d) For loading ready-mixed concrete into the mixer drum of mixer trucks, the loading point shall be fitted with a flexible sleeve/chute which is long enough to enter the mixer drum hatch of the mixer trucks. The flexible sleeve/chute should be made of material capable of withstanding continuous exposure to concrete ingredients such as cement slurries and abrasive aggregates.

(e) The raw materials such as crushed rock, sand, stone aggregate shall be adequately wetted prior to and during the loading, unloading and handling operations. Effective manual or automatic water spraying system shall be provided and used at all unloading areas, stock piles and material discharge points.

(f) All receiving hoppers for unloading materials shall be enclosed on three sides up to 3m above the unloading point.

(g) Aggregates with a nominal size less than or equal to 5mm should be stored in totally enclosed structure structures such as storage bin bins and should not be handled in open area. Where there is sufficient buffer area surrounding the concrete batching plant, ground stockpiling may be used. The stockpile shall be enclosed at least on top and three sides and with flexible curtain to cover the entrance side.

(h) Aggregates with a nominal size greater than 5mm should preferably be stored in a totally enclosed structure. If open stockpiling is used, the stockpile shall be enclosed on three sides with the enclosure wall sufficiently higher than the top of the stockpile to prevent wind whipping.

(i) Closure device shall be provided on mixer trucks for preventing spillage of concrete from the concrete discharge outlet of mixer trucks.

(j) Dust accumulated in dust collectors shall be properly handled to prevent generating fugitive dust emissions.

(k) Malfunctioning or breakdown of the process or air pollution control equipment shall be dealt with promptly. Sufficient numbers of spare filter bags shall be kept in stock to allow rapid repair of dust collectors.

(l) All access road and route roads within the Site shall be paved and adequately wetted.

(m) Wheel washing facilities should be provided at the Site exit that:

- All vehicle cleaning activities shall be carried out within the Site boundary. During cleaning, the whole vehicle body shall be located within the Site boundary, and there should be no splashing of wash water to public area outside the Site boundary at all times.
- Effective wheel washing facilities and/or arrangement, such installation of adequate number of pressurised water spray nozzles, should be in place and operated to thoroughly wash down muddy materials from the vehicle body and wheels before vehicles leaving the Site exit. Where necessary, manual hosing by trained labour shall also be supplemented to ensure thorough removal of dust and no muddy water on the vehicle body and wheels.
- Effective vehicle stopping device should be installed at the cleaning area at the exit of

the cleaning area inside the Site boundary to ensure sufficient time for cleaning of the vehicles.

- A slurry water handling system should be provided and operated effectively to intercept all wash water from the vehicle cleaning process. There should be a peripheral U-channel or suitable alternative to ensure no discharge or spillage of the wash water beyond the Site boundary and to prevent dust deposit accumulation on the public roads.

(n) There should be no visible run-off of sediment-laden water from the wheel washing facilities to areas outside the Site.

(o) Closure device shall be provided on mixer trucks for preventing spillage of concrete from the concrete discharge outlet of mixer trucks.

3.9.6 The mitigation measures proposed in ***Paragraph 3.9.5*** to be actually implemented for the Project would be subject to the terms and conditions agreed between EPD and the Applicant in the future, which will be governed under by the SP Licence.

3.10 Conclusion

3.10.1 With the implementation of the recommended dust control measures, the cumulative air quality impact results indicated that the operation of the proposed CBP will not pose any unacceptable air quality impacts and will fully comply with the AQOs.

Figure 3-1 Locations of Emission Points

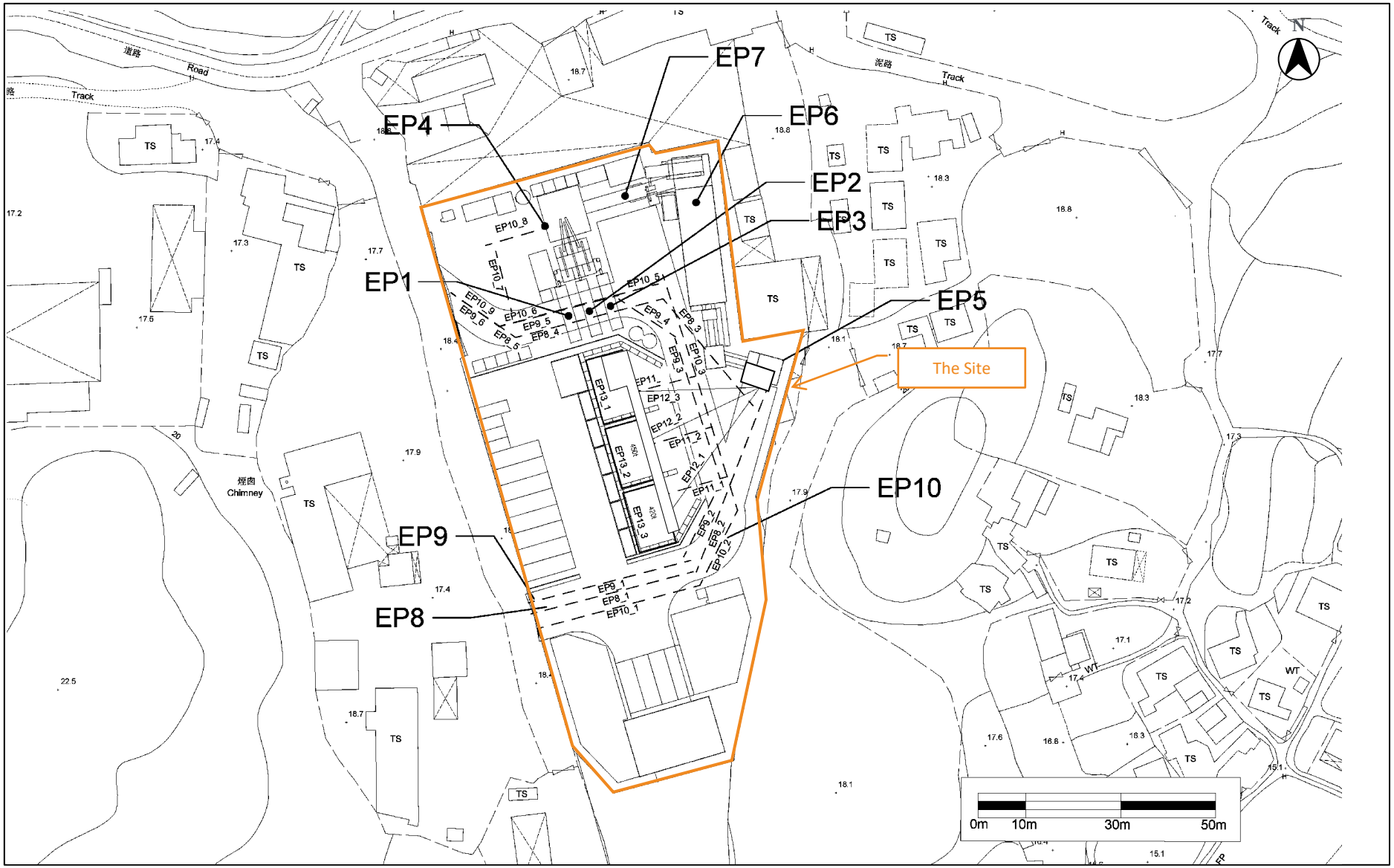


Figure 3-2 Locations of Representative ASRs

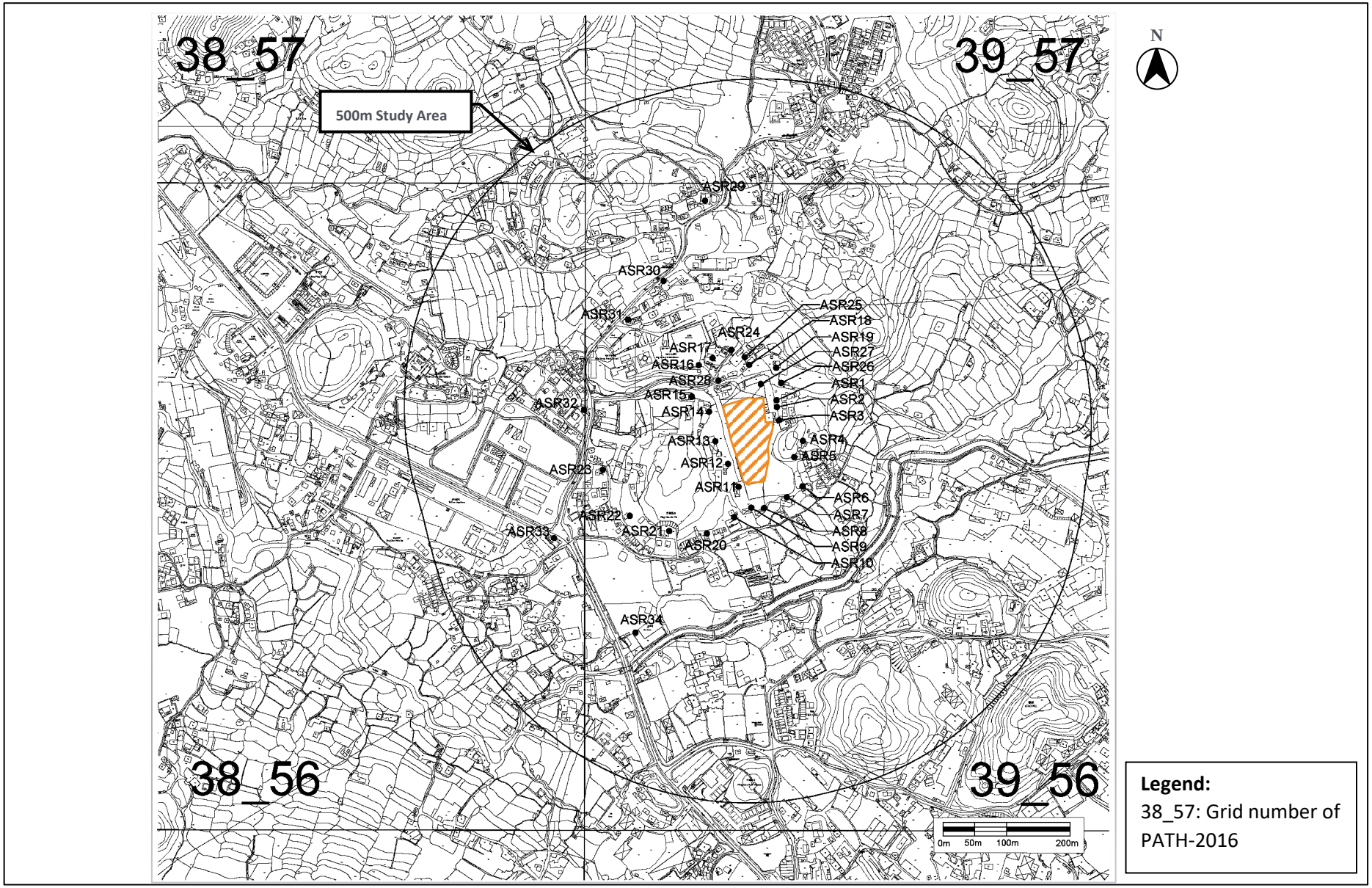


Figure 3-3 Chimney Identified within 500m Study Area

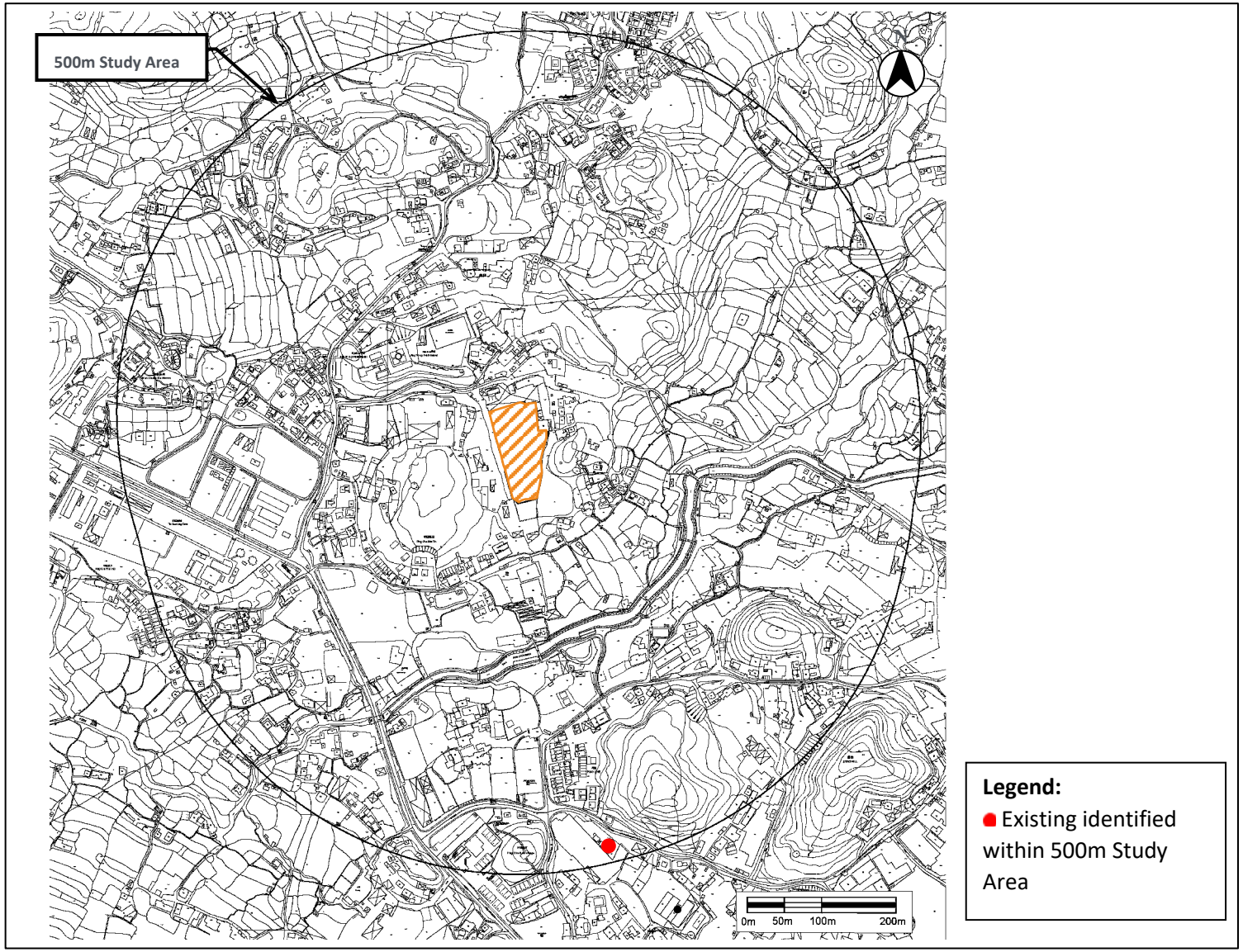
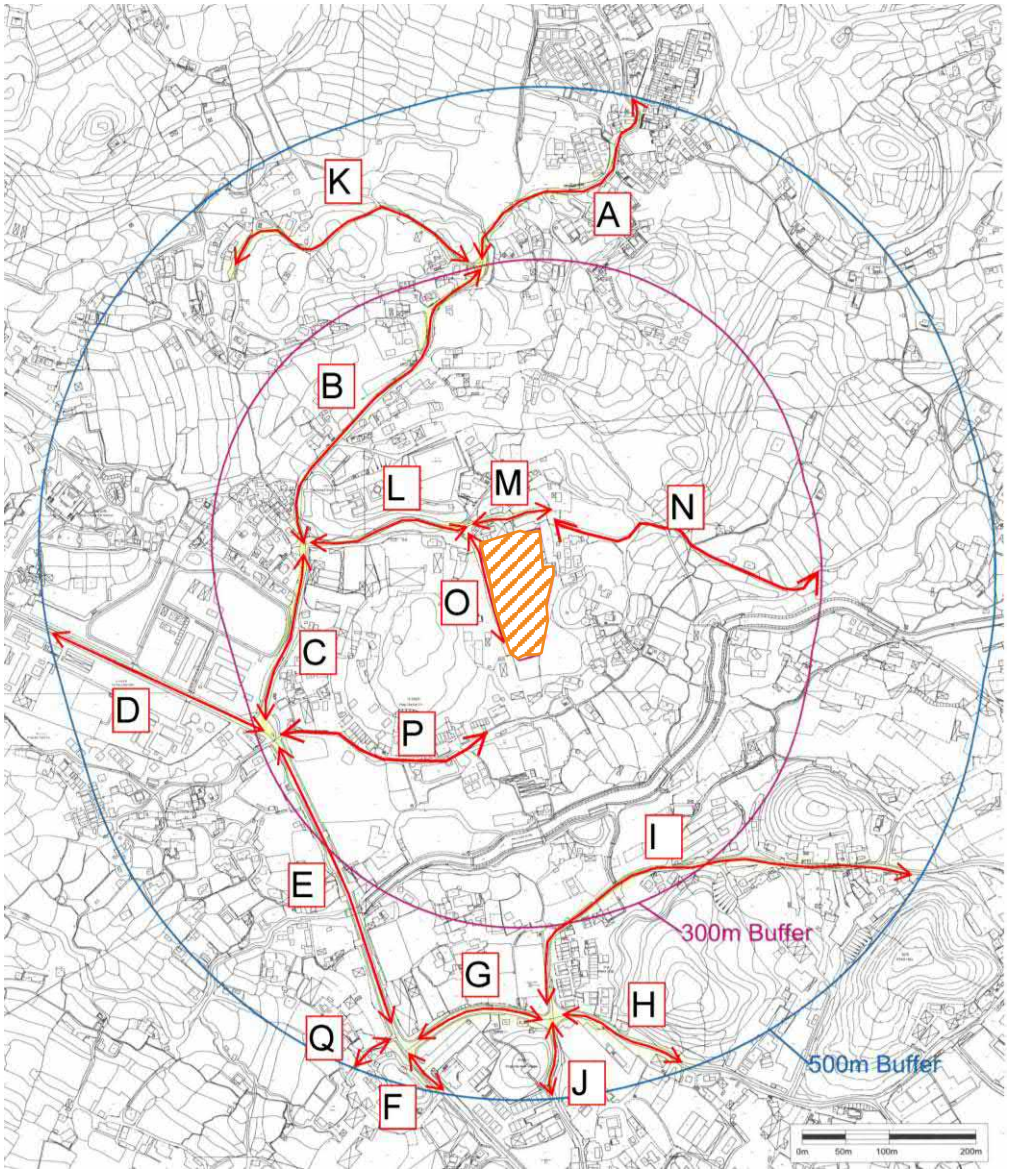


Figure 3-4 Open Road Sources for Vehicular Emissions within 500m Study Area



Road ID	Road Name
A	Ping Yuen Road
B	Ping Yuen Road
C	Ping Yuen Road
D	Ping Che Road
E	Ping Che Road
F	Ping Che Road
G	Ng Chow South Road
H	Ng Chow South Road
I	Ng Chow Road
J	Ng Chow Road
K	Unnamed Road
L	Unnamed Road
M	Unnamed Road
N	Unnamed Road
O	Unnamed Road
P	Unnamed Road
Q	Unnamed Road

Figure 3-5 Contour Plot of the 10th Highest 24-hour RSP at 1.5mAG

Figure 3-6 Contour of the Annual Average RSP at at1.5mAG.

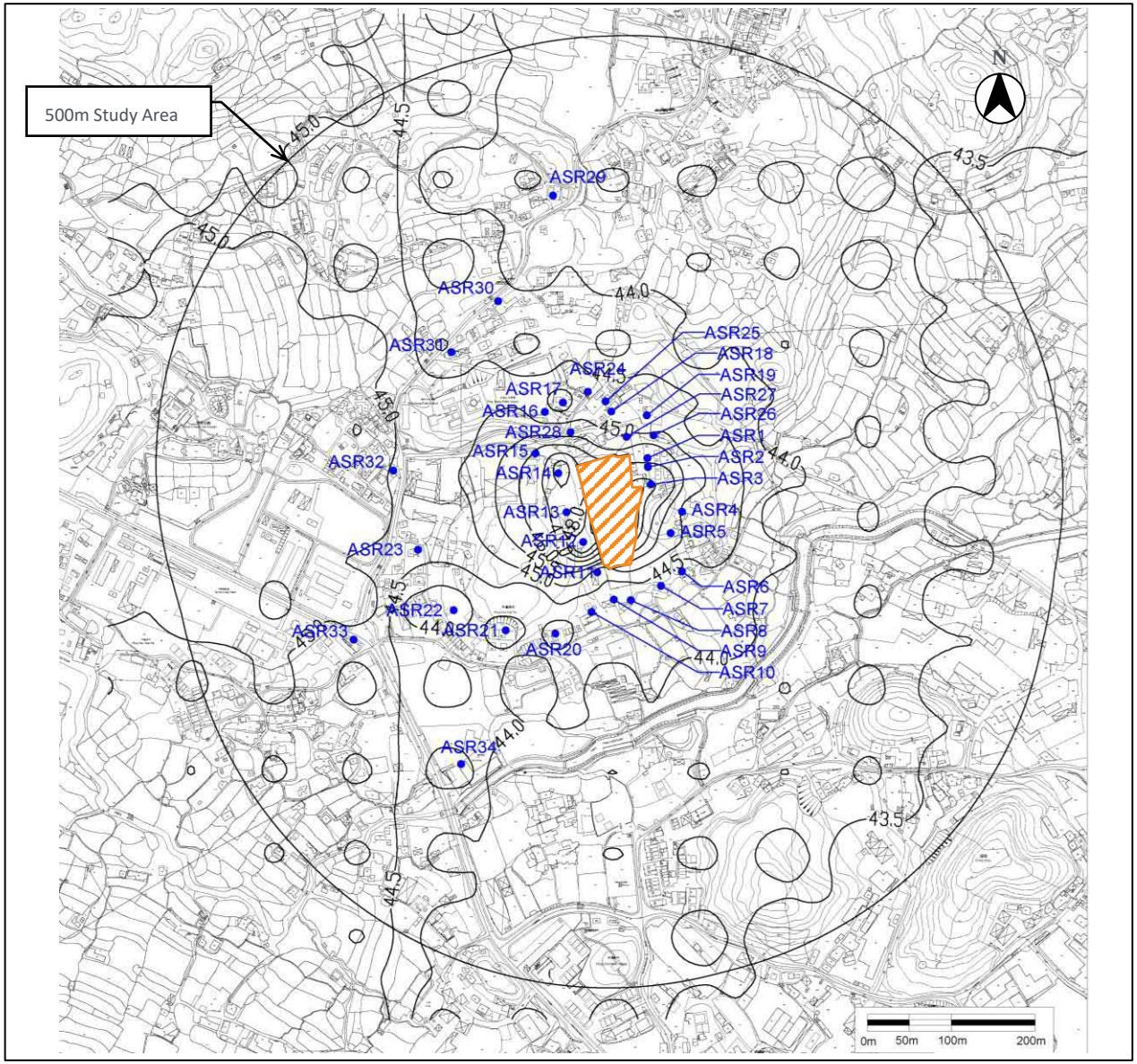


Figure 3-7 Contour Plot of the 10th Highest 24-hour FSP at 1.5mAG

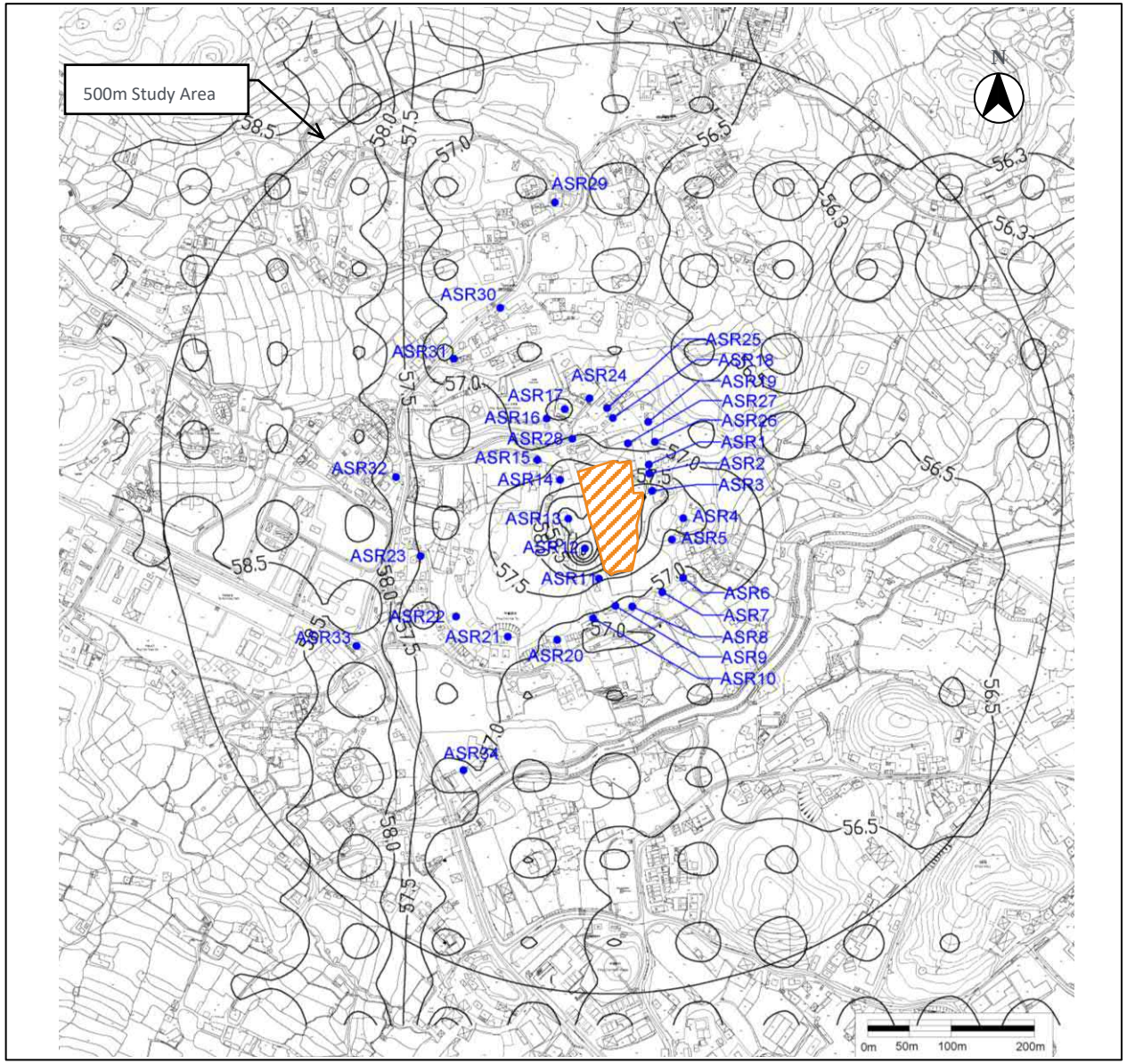


Figure 3-8 Contour of the Annual Average FSP at 7.5mAG

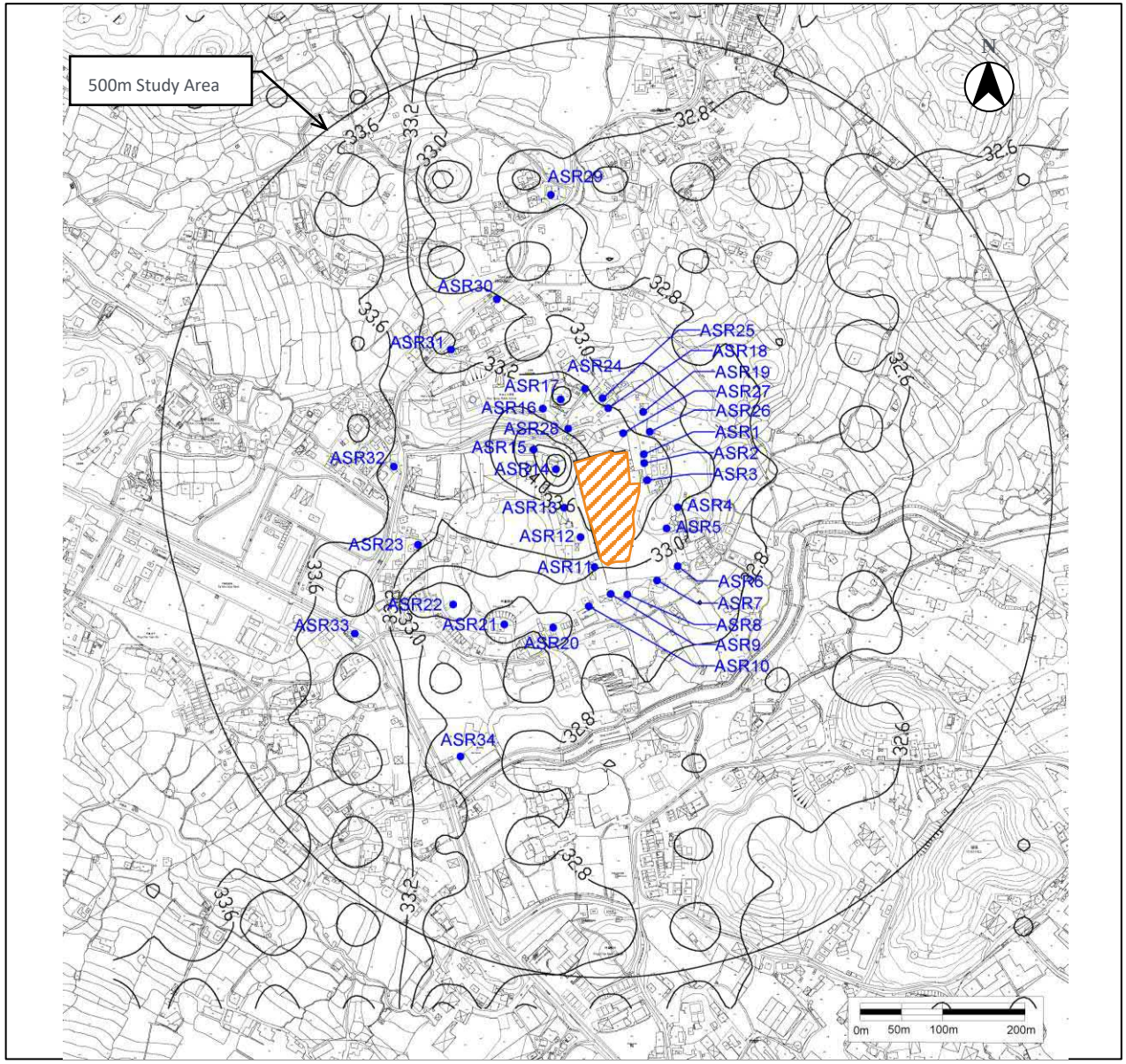
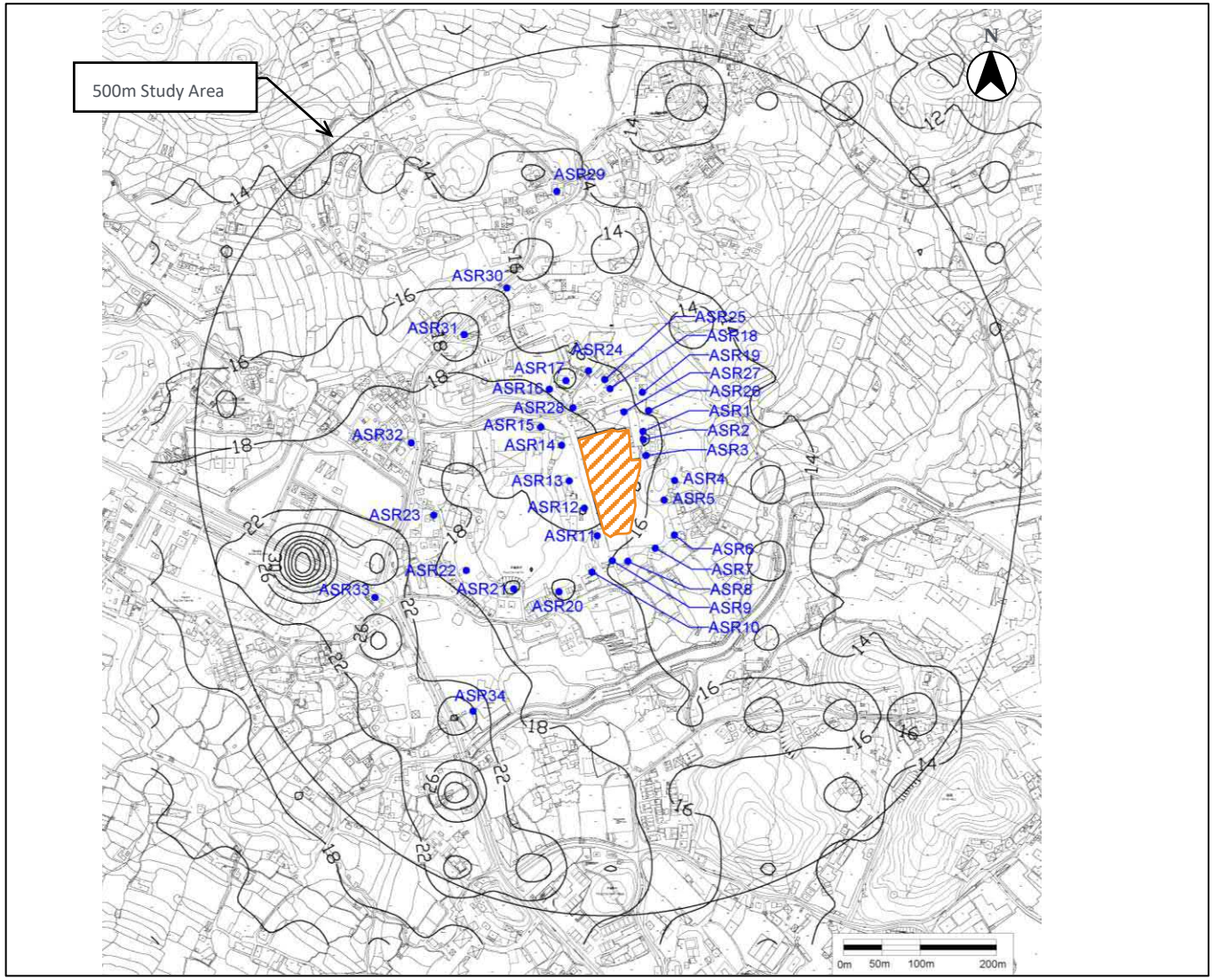


Figure 3-9 Contour Plot of the 19th Highest 1-hour NO_2 at 1.5mAG

Figure 3-10 Contour Plot of the Annual NO_2 at 1.5mAG



4 NOISE

4.1 Environmental Legislation and Standards

Noise Control Ordinance (Cap. 400)

4.1.1 The main piece of legislation controlling environmental noise nuisance is the *Noise Control Ordinance* ("NCO"). The NCO enables regulations and Technical Memoranda ("TMs") to be made, which introduce detailed control criteria, measurement procedures and other technical matters. The relevant TMs include:

- Technical Memorandum on Noise from Percussive Piling ("PP-TM").
- Technical Memorandum on Noise from Construction Work other than Percussive Piling ("GW-TM").
- Technical Memorandum for the Assessment of Noise from Places other than Domestic premises, Public places or Construction Sites ("IND-TM").

4.1.2 The Site does not fall within a Designated Area ("DA") in accordance with EPD's Plan No. EPD/AN/NT-02 for Tai Po, Fanling, Sheung Shui and Sha Tau Kok. Therefore, the *Technical Memorandum on Noise from Construction Work in Designated Area* ("DA-TM") is not applicable.

4.1.3 In addition, the Contractor shall comply with the following requirements under the NCO:

- Hand-held breakers having a mass of above 10kg and any air compressor capable of supplying compressed air at 500kPa or above must be fitted with a Noise Emission Label issued under the *Noise Control (Hand Held Percussive Breakers) Regulation* and *Noise Control (Air Compressors) Regulation* of NCO.
- Construction Noise Permit ("CNP") must be applied by the Contractor from EPD for any percussive piling at any time or any other construction activities conducted within restricted hours (for all days 1900-0700 of the next days and all times on Public Holidays or Sundays) as defined in NCO.

4.1.4 There is no statutory control for noise arising from construction activities (other than percussive pilling) during normal working hours (07:00 to 19:00 from Monday to Saturday, not including public holidays). Nevertheless, *Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN2/93 Noise from Construction Activities – Non-statutory Controls* (ProPECC PN2/93) recommends a guideline to minimise the potential construction noise impact during normal hours, the $L_{eq(30min)}$ should not exceed 75dB(A) at dwelling; 70dB(A) at School except examination periods, at which the noise level should not over 65dB(A).

4.1.5 Fixed noise during the site operation is governed under IND-TM. Table 2 of IND-TM stipulated the day, evening and night time Acceptable Noise Levels ("ANLs") for Noise Sensitive Receiver ("NSR") according to its corresponding Area Sensitivity Rating ("ASR"), which is determined by Influencing Factors ("IFs") in accordance with the IND-TM as summarised in ***Table 4-1***.

Table 4-1 Acceptable Noise Levels of Fixed Noise Sources

TIME PERIOD	ANL, dB(A)		
	ASR "A"	ASR "B"	ASR "C"
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

Hong Kong Planning Standards & Guidelines (HKPSG)

4.1.6 As recommended in Table 4.1 of Chapter 9 Environment of HKPSG, the standards of road traffic noise in terms of $L_{10(1\text{-}hr)}$ for the following uses relying on opened windows for ventilation are:

- All domestic premises including temporary housing accommodation (residential): 70 dB(A).
- Hotels and hostels: 70 dB(A).
- Offices: 70 dB(A).
- Educational institutions including kindergartens, child care centres and all others where unaided voice communication is required (school): 65 dB(A).
- Places of public worship and courts of law: 65 dB(A).
- Hospitals, clinics, convalescence homes and residential care homes for the elderly: 55 dB(A).

4.1.7 HKPSG recommend the following noise criteria for planned fixed noise sources:

- 5 dB(A) below the appropriate ANLs of IND-TM; or
- Lower than the prevailing background noise levels if the background is 5 dB(A) lower than the ANLs.

4.2 Identification of NSRs

4.2.1 For the construction and demolition noise, the first layer NSRs within 300m from the boundary of the Site were identified. All identified NSRs were existing NSRs and no planned NSR was identified within the assessment area. The locations and sensitive uses of these NSRs are shown on ***Figure 4-1*** and summarised in ***Table 4-2***. The photographic record of NSR is provided in ***Appendix G***.

Table 4-2 Representative NSRs for Construction and Demolition Activities

NSR ID	Description	Approx. Distance to Site Boundary (m)	No. of Storeys
CN1	Village House 1	63	2
CN2	Village House 2	51	3
CN3	Village House No. 507 Ping Che	52	3
CN4	Village House No.505, Ping Che	77	3
CN5	Guadalupe Missioners No.508, Ping Che	40	1
CN6	Village House 3	50	2
CN7	Village House No.42, Ping Che	79	3

4.2.2 For the on-site operation noise (i.e. industrial noise), first layer Noise Sensitive Receivers (NSRs) within 300m from the boundary of the Site were identified. The NSR identified nearest to the Site is the Guadalupe Missioners, which is about 40m to the north of the Site. Other identified NSRs (i.e. surrounding village houses) are located between 50m to 125m from the Site. NSR located within industrial zone or within 100m from the industrial zone is considered as ASR "C" whereas NSR located between 100m and 250m is considered as ASR "B". The locations of these NSRs are shown on ***Figure 4-2*** and summarised in ***Table 4-3***. The photographic record of NSR is provided in ***Appendix G***.

Table 4-3 Representative Noise Sensitive Receivers for Fixed Noise

NSR ID	Description	Approx. Distance to Site Boundary (m)	No. of Storeys	ASR
IN1	Village House	63	2	C
IN2	Village House	51	3	C
IN3	Village House No.507 Ping Che	52	3	C
IN4	Village House No.505, Ping Che	77	3	C
IN5	Guadalupe Missioners No.508, Ping Che	40	1	C
IN6	Village House	50	2	C
IN7	Village House No.42, Ping Che	79	3	C
IN8	Village House No.171, Ping Che	125	3	B

4.2.3 The ASR and ANLs adopted in this EA report are used for assessment purpose only, they should not bind the Noise Control Authority's decision in determining the noise criteria based on the legislation and practices being in force, and contemporary conditions/ situations of adjoining land uses.

4.3 Prevailing Background Noise

4.3.1 The most preferable locations for the background noise measurement are the sensitive facades of the representative NSRs. Thus, villagers of the NSRs were approached to request permission for conducting background noise measurements at their premises or nearby location. However, the requests were verbally refused, the original proposed background noise measurement location are shown on ***Figure 4-3***.

4.3.2 Therefore, alternative locations BG1, BG2 and BG3 were selected to conduct the background noise measurement as shown on ***Figure 4-3***. BG1 located outside the fences of Doran Hong Kong Limited and was near NSR IN2. It was selected to represent the background noise level of NSRs IN1 and IN2, as the major noise source affecting the both NSRs is due to the unnamed haul road, thus, the background noise environment was considered to be similar. BG2 located outside the fences of NSR IN6 represent the background noise of NSRs IN3, IN4, IN5 and IN6, their background noise level was dominated by the unnamed road and two unnamed private roads. BG3 located inside the Ping Che Kat Tin Children's Playground, representing the background noise of NSRs IN7 and IN8. The background noise of IN7 and IN8 mainly due to the unnamed access road, as such the noise level is considered to be comparable.

4.3.3 The prevailing background noise measurement was conducted from 09:30 to 10:30 for day time and 19:00 to 20:00 for evening time on a normal weekday, at 1.2m above the ground with free-field condition.

4.3.4 Since the locations of background noise measurement are located in or within 100m from the industrial zone, the noise level highly depends on the nearby industrial activities which is varying within the day due to the business nature and orders. Usually, more frequent industrial activities happen in the day time than in the evening time. It may overestimate the noise generated from the industrial activities when using one set of $L_{eq(30min)}$ as it might be affected by extraneous noise from transient event due to industrial activities. As such, a set of $L_{90(1hour)}$ has been adopted as prevailing background noise level.

4.3.5 The results of background noise measurement are summarised in ***Table 4-4***. The photographic record and measurement data of background noise measurement was provided in ***Appendix F***.

Table 4-4 Summary of Background Noise Measurement

ID	REPRESENTATIVE NSRs	MEASUREMENT LOCATION	BACKGROUND NOISE LEVEL ($L_{90, 1\text{-}hr}$), dB(A)	
			DAY (0700-1900)	EVENING (1900-2300)
BG1	IN1, IN2	Outside Doran Hong Kong Limited	63	57
BG2	IN3, IN4, IN5, IN6	Outside IN6	61	56
BG3	IN7, IN8	Ping Che Kat Tin Children's Playground	50	48

Note: The background noise level was measured at free-field condition. Thus, a façade correction of +3 dB(A) was applied.

4.4 Noise criteria

Construction and Demolition Noise

4.4.1 All identified noise sensitive receivers for construction and demolition activities (CN1/ DN1 to CN7/ DN7) are classified as dwelling, according to (ProPECC PN2/93) which mentioned ***paragraph 4.1.4***, the noise criteria $L_{eq(30min)}$ at dwelling is 75dB(A).

Industrial Noise

4.4.2 As discuss in ***paragraph 4.2.2***, the class of ASR was determined according to the distance of NSRs from the industrial zone. The noise criteria for the planned fixed noise source were determined with reference to the prevailing background noise levels in ***Table 4-4*** and illustrated in ***Table 4-5***.

Table 4-5 Summary of Background Noise Measurement

NSR	ASR	REPRESENTATIVE BACKGROUND NOISE ID	TIME PERIOD	BACKGROUND NOISE LEVEL $L_{90(1hour)}$, dB(A)	ANL-5, dB(A)	NOISE CRITERIA, dB(A)
IN1	C	BG1	Day	63	65	63
			Evening	57	65	57
IN2	C	BG1	Day	63	65	63
			Evening	57	65	57
IN3	C	BG2	Day	61	65	61
			Evening	56	65	56
IN4	C	BG2	Day	61	65	61
			Evening	56	65	56

NSR	ASR	REPRESENTATIVE BACKGROUND NOISE ID	TIME PERIOD	BACKGROUND NOISE LEVEL $L_{90(1hour)}$, dB(A)	ANL-5, dB(A)	NOISE CRITERIA, dB(A)
IN5	C	BG2	Day	61	65	61
			Evening	56	65	56
IN6	C	BG2	Day	61	65	61
			Evening	56	65	56
IN7	C	BG3	Day	50	65	50
			Evening	48	65	48
IN8	B	BG3	Day	50	60	50
			Evening	48	60	48

Note: The background noise level was measured at free-field condition, thus, a façade correction of +3 dB(A) was applied.

4.5 Potential Noise Impacts

Construction and Demolition Phase

4.5.1 Sources of noise during construction and demolition will be arising from various construction and demolition activities, particularly with the use of Powered Mechanical Equipment (PME). The detailed list of equipment expected to be used and their expected utilization rate are shown as follows.

Table 4-6 Summary of Expected PME used and Its Utilization Rate

PME	Expected Utilization Rate (% of time)
Demolition Phase	
Cutter, circular, steel (electric)	50
Crane, mobile/barge mounted (diesel) [Note]	50
Breaker, excavator mounted (hydraulic)	50
Breaker, hand-held, mass > 10kg and < 20kg	50
Generator, silenced, 75 dB(A)	100
Construction Phase (Foundation Works)	
Generator, silenced, 75 dB(A) at 7 m	100
Air compressor, air flow > 10m^3/min and <= 30m^3/min	100
Concrete lorry mixer	50

PME	Expected Utilization Rate (% of time)
Crane, mobile/barge mounted (diesel)	50
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	50
Drill, percussive, hand-held (electric)	100
Cutter, circular, steel (electric)	100
Excavator/loader, wheeled/tracked	50
Construction Phase (Superstructure Works)	
Generator, silenced, 75 dB(A) at 7 m	100
Air compressor, air flow > 10m3/min and <= 30m3/min	100
Concrete lorry mixer	50
Crane, mobile/barge mounted (diesel)	50
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	50
Drill, percussive, hand-held (electric)	100
Cutter, circular, steel (electric)	100

Note: QPME (Crane, mobile) produced by the brand of Liebherr (model LTM 1100-4.2) will be adopted in the demolition phase, in order to reduce the SWL of the plant to 105dB(A).
Different phase of construction activities listed will not be carried out concurrently.

4.5.2 The utilization rate of proposed PME to be used during construction and demolition are advised by the Applicant based on their experience on constructing and demolition of a CBP.

4.5.3 In addition, the construction and demolition works will be carried out during non-restricted hours, i.e. daytime between 07:00 and 19:00 of any day not being Sunday or general holiday. As such, construction noise will be generated during non-restricted hours only.

4.5.4 Given the mitigation measures described in ***Paragraph 4.8.1*** would be implemented as far as practicable, the noise generated from the construction of the Project is not anticipated to pose any unacceptable noise impacts on the NSRs nearby.

Operation Phase

4.5.5 Potential fixed noise impacts may arise during operation hours of the plant, i.e. 07:00 to 23:00. The major fixed noise sources listed below have been considered under different scenario. Base on normal practices of CBP and experience from applicant, there are two operation scenario in day time. In Scenario 1, no Cement/ PFA/ GGBS/ Admixture tanker will enter the Site, as well as no associated PME will be in operated including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank). Only concrete truck will travel within the Site. Loader for emergency use was assessed to demonstrate the worst case scenario. In Scenario 2, no concrete truck will enter the Site, and loader will not be in operation. There is only the travel of Cement/ PFA/ GGBS/ Admixture tanker within the Site. Their associated PME including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank) will be in operation. In general, the demand of concrete supply at evening

time/night-time is limited. For a conservative approach, two concrete lorry mixers were assumed to be the maximum production scenario. As shown on ***Figure 2-3***, an aggregate overhead bin will be provided for storing aggregate sufficient for the concrete production during evening and night-time. Therefore, no aggregate truck for aggregate delivery to the Site is required during evening and night-time. Similarly, use of loader will not be required during evening/night-time for transporting aggregates from the aggregate storage area to the ground hopper. The plant lists are as follows:

Day time Scenario 1:

- Concrete Mixer (electric)
- Conveyor / Screw Conveyors
- Water / Admixture Pump
- Air Compressor (Stationary)
- Filter Fan (Mixing unit) – Blower
- Truck (Concrete Collection)
- Loader

Day time Scenario 2:

- Concrete Mixer (electric)
- Conveyor / Screw Conveyors
- Air Blower (mounted on unloading tank)
- Water / Admixture Pump
- Air Compressor (Stationary)
- Filter Fan (Mixing unit) – Blower
- Filter Fan (Silo) – Blower
- Pump on Unloading Tank
- Truck (Concrete Collection)
- Aggregate Truck
- Cement/PFA/GGBS/Admixture Tanker

Evening time:

- Concrete Mixer (electric)
- Conveyor / Screw Conveyors
- Water / Admixture Pump
- Air Compressor (Stationary)
- Filter Fan (Mixing unit) – Blower
- Truck (Concrete Collection)

4.5.6 The lists of equipment, utilisation rate and number of items have been confirmed by the Applicant and it is considered to be practicable for business-as-usual operation of concrete batching plant. The Mechanical and Electrical (M&E) equipment in operation will be different in day time (i.e. 07:00 to 19:00) and evening time (i.e. 19:00 to 23:00). Loader will be used only if emergency case (i.e. daytime only) to transport aggregate from storage area to hopper. Vehicle washing facility will be applied on site during operation, however, the operation time of this

facility is rather short each time (i.e. approximately 1 minutes for each vehicles) and its function is not continuous. Aggregate will be stored in aggregate storage areas, which is served as an emergency use. No action will be taken on the aggregates storage except whenever there are insufficient aggregates provided for concrete production. As a results, insignificant noise will be generated due to the occasionally use of the aggregate storage. In conclusion, noise impacts that may be generated from aggregate storage, vehicle washing and parking is considered insignificant and negligible.

4.5.7 As mentioned in ***paragraphs 2.2.1 – 2.2.2***, the operation of the existing CBP will be ceased when the proposed CBP commences its operation. As such, there is no overlapping operation period between the existing and proposed CBP. In addition, there is also no overlapping period between the construction of the new CBP and demolition works of the existing CBP. Thus, cumulative industrial noise impact is not required during the construction and operation phases of the new CBP.

4.5.8 The number of concrete lorry mixers was assumed base on the normal operation practice limitation, that approximate 5 minutes were needed for filling up 1 concrete lorry mixer with newly produced concrete, thus, the 6 concrete lorry mixers per 30 minutes as the maximum allowed traffic flow were assumed based on the previous experiences of CBP operator under realistic condition.

4.6 Assessment Methodology

Construction and Demolition Noise

4.6.1 The assessment of construction and demolition noise impact has been carried out quantitatively based on the procedures given in GW-TM issued under the NCO where appropriate. Sound Power Levels (SWLs) of PME have been made reference to Table 3 of the GW-TM and the *Sound Power Levels of Other Commonly Used PME* available from EPD's website[Ref.#3]. Construction phase will comprise two major phases, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation. Each major phase will include sub-phases. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. All the sub-phases will not be carried out in the same time, so no overlapping works were expected. Notional source position has been adopted for each works area of each construction stages with respect to each NSR, the location of notional source position for construction and demolition stage were shown in ***Appendix H***.

4.6.2 The noise impact was assessed based on the following standard acoustic formula:

SPL = SWL – DC + FC

where:

SPL– Sound Pressure Levels at receiver, in dB(A)

SWL – Sound Power Levels of Powered Mechanical Equipment (PME), in dB(A)

DC – Distance Correction, in dB(A) by DC = 20 × log10(D) + 8

D – Horizontal distance between the NSR and notional source in metres

FC – Façade Correction of +3 dB(A)

4.6.3 With regard to the screening effect, a 5 dB(A) reduction has been adopted for NSRs without direct line-of-sight to the PME. An existing solid wall (approximate 3m height) erects next to NSR

[3]. http://www.epd.gov.hk/epd/sites/default/files/epd/english/application_for_licences/guidance/files/OtherSWLe.pdf

CN5 which is a single storey house and in between the site and CN5. Therefore, no direct line-of-sight from the NSR CN5 to the PME used within the Site; an existing building structures erects in between CN7 and the Site, thus, no direct line-of-sight from the NSR. As such, a 5 dB(A) noise reduction has been adopted in the noise assessment. Photographic record of the existing wall was provided in ***Figure 4-1***.

Industrial Noise

4.6.4 Although the proposed CBP is an industrial use and the noise impact therefore references IND-TM, the characteristics of concrete batching, involving concrete lorry mixer and concrete mixer, are also similar to construction activities. Therefore, the noise impact is proposed to be estimated in accordance with the guidelines given in GW-TM. As such, all items of PME, except truck movement, have been considered at the proposed positions. While due to the long travelling distance of conveyor/ screw conveyor, as a conservative approach, the closest distance between conveyor/ screw conveyor and each NSRs has be adopted and assessed based on the standard acoustic formula as mentioned in ***paragraph 4.6.2***. The location of the PME was indicated in ***Appendix I***.

4.6.5 For the noise generated from truck movement within the Site, the *Method for Mobile Plant Using a Regular Well-Defined Route* stipulated in Annex F of BS 5228-1:2009+A1:2014 has been adopted for the assessment. The calculation is based on the following standard formula:

SPL = SWL − 33 + 10logQ − 10logV − 10logd -10log(A/180)+ FC

where:

SPL– Sound Pressure Levels at receiver, in dB(A)

SWL – Sound Power Levels of Powered Mechanical Equipment (PME), in dB(A)

Q – Number of vehicles per hour

V – Average vehicle speed, in km/h

S – Angle of view, in degree

D –Distance of receiving position from the centre of haul road, in metres (m)

FC – Façade Correction of +3dB(A)

4.6.6 Sound Power Levels (SWLs) of PME are obtained from Table 3 of GW-TM and from *Sound Power Levels of Other Commonly Used PME* available on EPD's website. Reference is also made to the *British Standard 5228 Code of Practice for Noise and Vibration Control on Construction and Open Site – Part 1: Noise* amended in February 2014 (BS 5228-1:2009+A1:2014). The "Aggregates Truck" to be adopted during the operation stage is lorry, which will be used to transport raw materials to the Site. Its weight is between 5.5 tonne and 38 tonnes, thus, the sound power level of 105dB(A) with reference to EPD's "*Sound power levels of other commonly used PME*" was adopted in the calculation.

4.6.7 With regard to tonality, tonal noise should only occur when equipment is impaired. In addition, there will be no impulsive noise occurring within the CBP and there will be no intermittent noise because of no piling, concrete breaking or similar process. As such, no corrections for tonality, impulsiveness and intermittency are considered to be required.

4.6.8 With regard to the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the PME whereas a 5 dB(A) reduction was adopted for NSRs without direct line-of-sight only to the "noisy" part of the PME. A 2 dB(A) reduction was adopted for double diffraction, when a noise barrier was erect block the direct line-of-sight from the NSRs to the semi-enclosed/ enclosed PME. For IN5, there is a 3m height solid wall and proposed 4m noise barrier located in between mitigated PME and IN5. IN7 and IN8 (i.e. at ~15.6 mPD) are lower

than the Site (I.e. ~18.4mPD), a 4m proposed noise barrier is erected at the site boundary and existing buildings structures block the direct-line-of site from IN7and IN8 to the Site.

4.6.9 In order to further minimise the noise generated due to aggregated unloading activities, the opening of unloading is proposed to be located as far as practicable from the identified NSRs. As majority of NSRs (i.e. IN2 to IN6) located to the north to north-west of the Site, while IN7 and IN8 located to the south of the Site, thus, the eastern part of the Site would be the best available location for the opening of aggregate uploading. Although IN1 located to the east of the site, there is a hilly terrain with the highest elevation of more than 40mPD is located in between the Site and IN1, that acts as a natural noise barrier for IN1, thus the noise impact from the Site is considered to be lower.

4.6.10 During the operation of the CBP, Cement/ PFA/ GGBS/ Admixture tanker and aggregate truck will not enter the Site at the same time with concrete truck during the day time. On the other hand, no Cement/ PFA/ GGBS/ Admixture tanker and aggregate truck will enter the Site during the evening time.

4.6.11 In order to minimise the potential operation noise level, a number of noise reduction measures will be adopted in the design of the CBP which have been confirmed by the Applicant, including:

Mechanical and Electrical (M&E) Equipment

- The semi-enclosure for the concrete mixing plant shall be with acoustic panels with an overall Noise Reduction (NR) of at least 10 dB(A); an example of such an acoustic panel is shown in ***Appendix M***.
- The entire conveyor except the opening for aggregates unloading shall be provided with a noise enclosure with an overall NR of at least 10 dB(A); an example of such semi-enclosure to be made by a polymeric vinyl material such as “Wavebar” with a Sound Transmission Class (STC) of 30 is enclosed in ***Appendix N***.
- Air compressor, filter fan (i.e. blower) and the concrete collection activities should be located or carried out inside the semi-enclosed concrete mixing plant and openings of the enclosure (minimum surface density of 10kg/m^2) shall be properly sealed to minimise noise leakage, thus to achieve an overall Noise Reduction (NR) of at least 10 dB(A).
- Water/ admixture pump and filter fan (i.e. blower) at silo should be located inside the semi-enclosed structure and openings of the enclosure (minimum surface density of 10kg/m^2) shall be properly sealed to minimise noise leakage, thus to achieve an overall Noise Reduction (“NR”) of at least 10 dB(A).

On-site Truck Movement

- The proposed 4m barrier (minimum surface density of 10kg/m^2) at the site boundary to screen the vehicle movement noise as well as the noisy part of the plants, the location of proposed 4m height barrier as shown in ***Appendix O***. The 4m high barrier shall be sufficient to block the line-of-sight of vehicles moving within the Site and the noisy part of plants.

Traffic Noise

4.6.12 The Basic Noise Level (BNLs) of the roads of which the traffic flow will be affected by the proposed CBP have been assessed in terms of hourly $L_{10\,(1\text{-}hr)}$ using the BNLs. The BNLs is based on the following standard formula:

$$BNLs\ (L_{10(1\text{-}hr)}) = 42.2 + 10\ Log_{10}Q + VC$$

where:

BNLs – Basic Noise Level, in dB(A)
Q – Total Flow, in vehicle/hour
VC – Mean Traffic Speed Correction

4.6.13 Since the commissioning year of the Project is tentatively scheduled in Year 2022, the background traffic flow of Year 2022 (the first year of operation) and traffic forecast for Year 2037 (year with maximum projection within 15 years after operation) prepared by a traffic consultant have been adopted in the assessment. The traffic forecasts for Year 2022 and Year 2037 are enclosed in ***Appendix P***.

4.6.14 As mentioned in ***Paragraph 4.1.6***, the HKPSG assessment criteria for domestic premises is 70 dB(A). Having said that, a contribution of less than 1.0 dB(A) due to the presence of the proposed CBP is also considered to be acceptable in environmental terms.

4.7 Assessment Result

Demolition Noise

4.7.1 The noise impact generated during construction phase has been carried out for seven NSRs listed in ***Table 4-7*** and the detail calculation was illustrated in ***Appendix J***.

Table 4-7 Predicted Demolition Noise Impact Levels

NSR ID	ASSESSMENT CRITERIA, dB(A)	TOTAL CNL, dB(A)	EXCEEDANCE
CN1	75	75	No
CN2		74	No
CN3		74	No
CN4		73	No
CN5		71	No
CN6		75	No
CN7		67	No

Construction Noise

4.7.2 The noise impact generated during construction phase was carried out for seven NSRs listed in ***Table 4-8*** and the detail calculation was illustrated in ***Appendix K***.

Table 4-8 Predicted Construction Noise Impact Levels

NSR ID	ASSESSMENT CRITERIA, dB(A)	TOTAL CNL, dB(A)						EXCEEDANCE
		STAGE 1A	STAGE 1B	STAGE 1C	STAGE 2A	STAGE 2B	STAGE 2C	
CN1	75	72	71	72	72	71	71	No
CN2		74	67	70	73	67	70	No
CN3		75	67	70	74	67	70	No
CN4		72	66	68	71	66	68	No
CN5		70	63	66	70	63	66	No
CN6		74	68	70	73	68	70	No
CN7		61	66	62	61	66	62	No

Industrial Noise

4.7.3 As the types and numbers of PME using in the CBP are identical in all time periods, the industrial noise impact assessment was carried out for the most stringent restriction period, i.e. evening time, for the eight NSRs listed in ***Table 4-5*** and shown on ***Figure 4-2*** (IN1 to IN8).

4.7.4 The predicted noise impact results are summarised in ***Table 4-9*** and detailed in ***Appendix L***, the assessment results of industrial noise ranged from 40 to 55 dB(A).

Table 4-9 Predicted Industrial Noise Impact Levels

NSR ID	TIME PERIOD	SCENARIO	ASSESSMENT CRITERIA, dB(A)	PREDICTED NOISE LEVEL IN $L_{eq(30\ min)}$, dB(A)	EXCEEDANCE
IN1	Day	1	63	59	No
		2		53	No
	Evening	NA	57	52	No
IN2	Day	1	63	60	No
		2		55	No
	Evening	NA	57	55	No
IN3	Day	1	61	61	No
		2		56	No
	Evening	NA	56	56	No
IN4	Day	1	61	59	No
		2		53	No
	Evening	NA	56	52	No
IN5	Day	1	61	61	No
		2		55	No
	Evening	NA	56	56	No
IN6	Day	1	61	60	No
		2		55	No
	Evening	NA	56	55	No
IN7	Day	1	50	50	No
		2		47	No
	Evening	NA	48	46	No
IN8	Day	1	50	48	No
		2		44	No
	Evening	NA	48	44	No

Note:
1: In Scenario 1, there will be no Cement/ PFA/ GGBS/ Admixture tanker enter the Site, as well as no associated PME will be in operated including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank). Only concrete truck will travel within the Site. Loader for emergency use was assessed to demonstrate the worst case scenario.
2. In Scenario 2, there will be no concrete truck enter the Site, and loader will not be in operate. There is only the travel of Cement/ PFA/ GGBS/ Admixture tanker within the Site. Their associated PME including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank) will be in operate.

Off-site Traffic Noise

4.7.5 The traffic noise impact assessment has been carried out for calculating the BNLs of the affected road segments of which the traffic flow was affected due to the operation of the proposed CBP, including road segment C, E, L and O, the details of road segment was provided in ***Appendix O***. The BNLs with and without the CBP of the Year 2023 and 2038 has been summarised in ***Table 4-10*** to ***Table 4-13***, below. The calculation was provided in ***Appendix M***.

Table 4-10 Traffic Noise Assessment Results for Year 2023 at A.M.

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
C	Ping Yuen Road	71.6	71.5	-0.1	Y
E	Ping Che Road	75.4	75.4	0.0	Y
L	Unnamed Road	68.8	68.6	-0.2	Y
O	Unnamed Road	56.2	51.2	-5.1	Y

Table 4-11 Traffic Noise Assessment Results for Year 2023 at P.M.

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
C	Ping Yuen Road	71.4	71.3	-0.1	Y
E	Ping Che Road	74.8	74.8	0.0	Y
L	Unnamed Road	67.8	67.6	-0.2	Y
O	Unnamed Road	57.2	53.7	-3.5	Y

Table 4-12 Residual Traffic Noise Assessment Results for Year 2038 at A.M.

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
C	Ping Yuen Road	72.3	72.2	-0.1	Y
E	Ping Che Road	76.1	76.0	0.0	Y
L	Unnamed Road	69.5	69.3	-0.1	Y
O	Unnamed Road	56.2	51.2	-5.1	Y

Table 4-13 Residual Noise Assessment Results for Year 2038 at P.M.

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
C	Ping Yuen Road	72.1	72.0	-0.1	Y
E	Ping Che Road	75.5	75.4	0.0	Y
L	Unnamed Road	68.5	68.4	-0.2	Y

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
O	Unnamed Road	57.2	53.7	-3.5	Y

4.7.6 As shown in the above tables, the Basic Noise Levels of affected road segments ranged from 51.2 to 75.4 dB(A) in 2023 at am and ranged from 53.7 to 74.8 dB(A) at pm in 2023. On the other hand, the Basic Noise Levels of affected road segments ranged from 51.2 to 76.1 dB(A) in 2037 at am and ranged from 53.7 to 75.5 dB(A) at pm in 2038. The contributions from the proposed CBP to the affected road in both 2023 and 2038 are less than 0.0 dB(A) or lower than 70 dB(A).

4.7.7 Although the Basic Noise Level of Ping Yuen Road and Ping Che Road exceed HKPSG assessment criteria for domestic premises (i.e. 70 dB(A)), their corresponding contribution arising from the operation of the proposed CBP as compared with the without project scenario are all less than 1.0 dB(A) to the overall impacts. Therefore, this implies that the noise impacts arising from the operation of the proposed CBP are insignificant, and no adverse road traffic impact on road traffic noise.

4.7.8 In order to minimise the potential traffic noise impact, the CBP owner should reduce the traffic of heavy vehicles generated from the CBP operation. The maximum number of heavy vehicles passing by Ping Che Road and Ping Yuen Road is thus recommended to be no greater than 16 round trips per hour.

4.8 Mitigation Measures and Conclusion

Construction Phase

4.8.1 The construction works shall be carried out during daytime of normal working days and follow the EPD's "Recommended Pollution Control Clauses for Construction Contracts". Thus, the potential noise impacts could be minimised. Besides implementing the mitigation measures recommended in ProPECC PN2/93 where applicable, the following measures and on-site practice are recommended for minimising the potential construction noise impacts during daytime:

- Quality PME and quiet construction method should be adopted if possible.
- The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.
- Noisy equipment and noisy activities should be located as far away from the NSRs as is practical.
- PME should be kept to a minimum and the parallel use of noisy equipment/ machinery should be avoided.
- Use noise barriers or enclosure for the PME if appropriate.
- Implement good house-keeping and provide regular maintenance to the PME.
- Spot check resultant noise levels at nearby NSRs.

4.8.2 With the implementation of the above-mentioned mitigation measures, adverse construction noise impacts on the NSRs are not anticipated.

Operation Phase

4.8.3 The design of the proposed CBP should ensure that the potential industrial noise impacts at the NSRs shall comply with the relevant criteria. Measures as described in ***Paragraph 4.6.11*** and

summarised in ***Table 4-14*** will be taken into account in the plant design to avoid noisy activities during the operation of the CBP. As such, unacceptable industrial noise impact is not anticipated.

Table 4-14 Proposed Operation Phase Noise Mitigation Measures

NOISE SOURCES	PROPOSED MITIGATION MEASURES
For individual plants	
Concrete mixer (electric)	Semi-enclosure with acoustic panels
Conveyor / Screw Conveyors	Enclosed with polymeric vinyl material such as "Wavebar" with a Sound Transmission Class ("STC") of 30, 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Air Blower (mounted on unloading tank)	N/A
Water / Admixture Pump	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Air Compressor (Stationary)	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Filter Fan (mixing unit) - blower	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Filter Fan (silo) - blower	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2)[Note 1]
Pump (mounted on unloading tank)	N/A
Truck (Concrete Collection)	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2)
Loader	N/A
For General Site	
4m Height Noise Barrier	minimum surface density will be 10kg/m^2

Note:
1. The proposed 4m noise barrier indicated in Appendix O is tentative layout, which is subject to change during detailed design stage.

4.8.4 The traffic noise impacts for the scenario with the additional off-site traffic generated by the operation of the CBP in Year 2023 and Year 2038 were predicted to exceed HKPSG assessment criteria (i.e. 70 dB(A) for domestic premises). However, the results at all representative NSRs are in compliance with the criterion of contribution less than 1.0 dB(A) due to the proposed CBP. As such, unacceptable traffic noise impact is not anticipated.

Figure 4-1 Locations of Representative Noise Sensitive Receivers for Construction and Demolition Noise

Figure 4-2 Locations of Representative Noise Sensitive Receivers for Industrial Noise

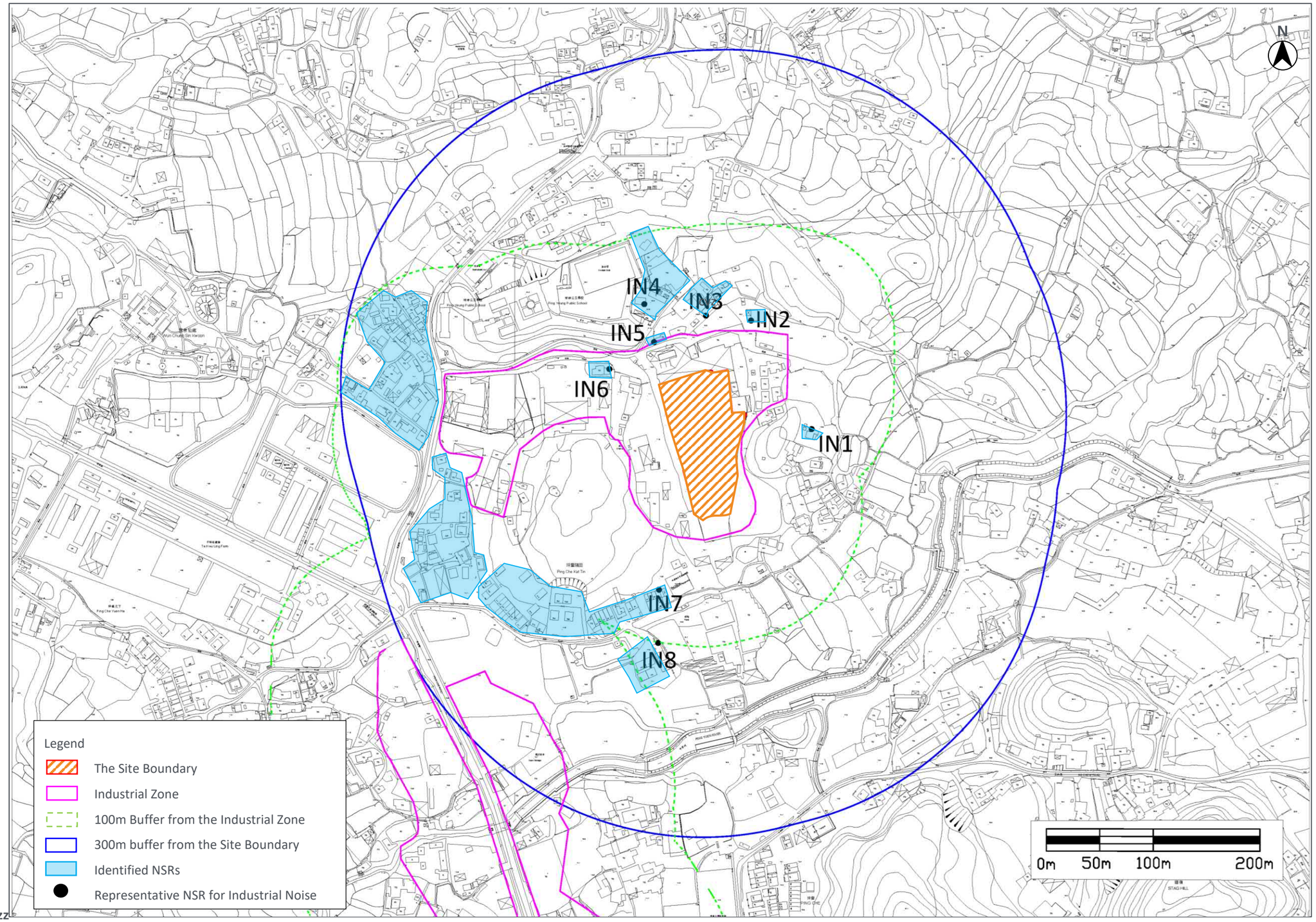
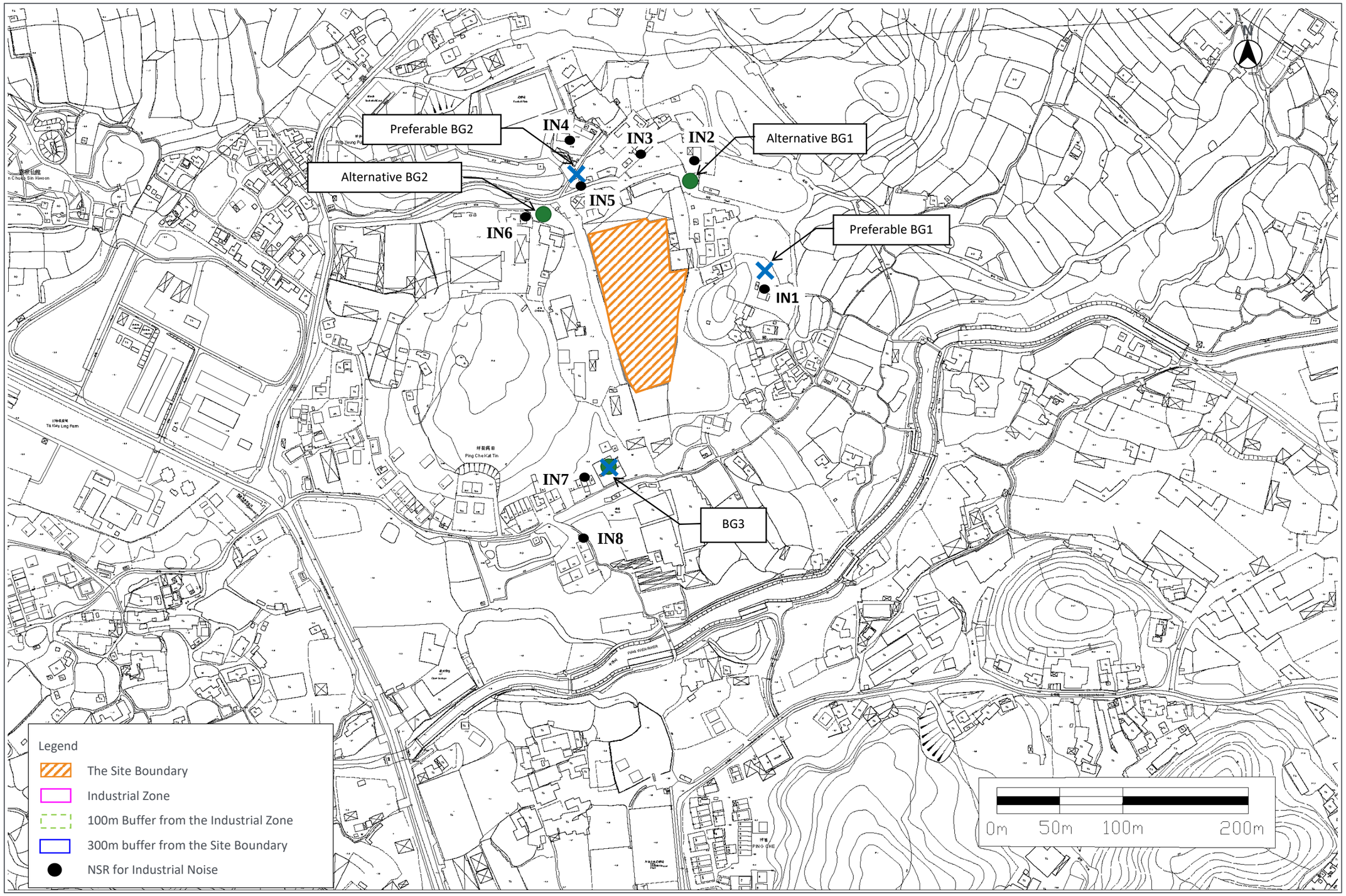


Figure 4-3 Locations of Background Noise Measurement



5 WATER QUALITY

5.1 Environmental Legislation and Standards

Water Pollution Control Ordinance (Cap. 358)

5.1.1 An amendment to the *Water Pollution Control Ordinance* ("WPCO") was enacted in 1990 and provides a mechanism for setting effluent standards. These are included in the *Technical Memorandum Standards for Effluents Discharged in to Drainage and Sewerage Systems, Inland and Coastal Waters* (WPCO Cap 358, S.21). All discharges into government drainage/sewerage systems, marine and inland waters are required to comply with the standards stipulated in the Technical Memorandum.

Construction Site Drainage (ProPECC PN1/94)

5.1.2 Under *ProPECC Practice Note PN1/94 Construction Site Drainage* (ProPECC PN1/94), some basic environmental guidelines for the handling and disposal of construction site discharges are provided to prevent or minimise pollution problems associated with construction activities. A total of ten types of discharges from construction sites are identified and good practice for dealing with such discharges is listed in ProPECC PN1/94. Licensing of construction site discharges within Water Control Zones ("WCZs") is also discussed in ProPECC PN1/94.

Practice Note for Professional Persons (ProPECC) PN 5/93 "Drainage Plans subject to Comment by the Environmental Protection Department" (ProPECC PN 5/93)

5.1.3 Under Professional Persons Environmental Consultative Committee Practice Note 5/93 Drainage Plans subject to Comment by the Environmental Protection Department ("ProPECC PN 5-93"), various guidelines for preparing drainage plans are included. This practice note includes guidelines and recommendations for handling, treatment and disposal of effluent discharges to storm drains and foul sewers.

5.2 Identification of Water Sensitive Receivers

5.2.1 In order to identify the Water Sensitive Receivers (WSRs), a desktop study on the OZP, topographic maps and aerial photos has been conducted together with the site visit. The only WSR identified within 500m study area is a watercourse at about 160m from the site boundary to the south of the Site. The location of this WSR is shown on ***Figure 5-1***.

5.3 Potential Water Quality Impacts

Demolition and Construction Phases

5.3.1 The structure of the existing CBP is mainly precast and its composition is mainly of steel structure. Hence, only minor demolition works of the steel structure will be required and no potential wastewater will likely be generated from the demolition works.

5.3.2 During construction stage, two major phases, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation, will be involved. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. No extensive land formation works will be required while minor excavation works will be carried out. Since all the structures of the proposed CBP will be precast, and only minor excavation works will be required within the Site.

Therefore adverse water quality impacts arising from these construction works is not anticipated.

5.3.3 On the other hand, muddy runoff from the Site may be generated during the demolition and construction phases, especially during the rainy season. In addition, potential sewage impacts will also be generated by the construction workers on-site.

5.3.4 Wash water from vehicles and equipment; silt from any on-site stockpiles of soil, cement and grouting materials; and spillage of fuels, oil and lubricants from construction vehicles and plant may generate water quality impacts. If these pollution sources are not properly controlled, it would lead to increased amounts of suspended solids, grease and oil, pH, Biochemical Oxygen Demand ("BOD"), etc. in the drainage system.

Operation Phase

5.3.5 Water sprinklers will be installed for dust suppression and the entire site will be paved. Over wetting of the ground and the roads should be avoided by the plant management in order to minimise surface runoff generation. All the surface runoff will be collected by the peripheral surface u-channel and diverted to sedimentation tank for silt removal prior to on-site reuse.

5.3.6 Wheel washing facilities will be also provided at the site entrance. All the vehicles will be cleaned properly before leaving the Site. Wastewater generated from the wheel washing facilities will be also collected and diverted to sedimentation tank for silt removal prior to on-site reuse.

5.3.7 Wastewater generated from the surface runoff due to the use of water sprinkler and wheel washing facilities will be first diverted to a sump pit for collection. After that, the wastewater will be diverted to a sedimentation tank for sedimentation and the slurry generated will be dewatered to produce cement cake. The cement cake arising from the treatment process is inert materials and will be reused in the Public Fill Reception Facilities. All the treated effluent from the sedimentation tank will be reused on–site for wheel washing facilities and concrete production. Whilst the silo capacity of the new CBP will be 450 tonnes and more than that of the existing CBP with less than 50 tonnes, only one concrete production line will be provided for the new CBP which is the same as the existing CBP. From the concrete production industry point of view, the scale of the new CBP with one production line is similar to the existing CBP. Due to the similar scale of the Proposed Development and the existing CBP, it is estimated the 60m^3 wastewater per day will be generated from the Proposed Development that it will produce 50m^3 treated effluent per day for onsite reuse and 10m^3 cement cake per day, similar to the existing CBP. The applicant should ensure sufficient capacity and effective operation of the sedimentation tank. The design of the sedimentation tank, including the capacity, treatment methodology, etc., will be provided to EPD for approval during detailed design stage in accordance with *Practice Note for Professional Persons – Drainage Plans subject to Comment by EPD (ProPECC PN 5/93)*.

5.3.8 Sewage from toilet and grey water from washing sinks will be generated by the on-site staff and truck drivers at the sanitary facilities, which will be another major sources of wastewater generation arising from the Proposed Development.

5.3.9 As advised by the Applicant, the maximum number of visits by the truck drivers will be 24 times per hour. Therefore, the total number of times of vehicles visiting the Site during 16 hours of CBP's operation will be 384 visits per day (i.e. 24 truck visits x 16 hours). As advised by the Applicant, not all the truck drivers use the toilet at the Site for each time of visit. Based on Applicant's observation, approximately not more than 40 toilet visits are required for the truck drivers.

5.3.10 In order to assess the acceptability of the sewage impact arising from the proposed CBP, the anticipated sewage generation is estimated based on the assumption as shown in ***Table 5-1***.

Table 5-1: Parameters for Estimating Wastewater Generation

PARAMETER	VALUE	JUSTIFICATION
GENERATION FROM ON-SITE STAFF		
No of site staff	22	As advised by the Applicant base on the scale and nature of the Proposed CBP.
UFF of staff	0.23 m^3/day/staff	Refer to "Commercial Employee + J9 Construction" in Table T-2 of GESF [Note1].
GENERATION FROM TRUCK DRIVERS		
Total no. of toilet visit	40 visits/day	As advised by the Applicant that approximately not more than 40 truck drivers (i.e. non-site staff) use the toilet on-site each day based on their previous observations.
Volume per flushing	7.5 L/flush	Refer to BEAM Plus New Buildings Version 1.2, July 2012.
Volume per hand washing	1.4 L/day	Refer to BEAM Plus New Buildings Version 1.2, July 2012.
Volume per visit from micturition	0.2 L/visit	Refer to p.3081 of "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011
Volume per visit from driver	9.1 L/visit	Refer to "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011.

Note: [1] With reference to Notes of Table T-2 of GESF, for job types J9, the "per-employee" unit flow factor takes into account the flows of site staff. Thus, sewage generation from visitors has been considered.

5.3.11 As shown in ***Table 5-1***, the total sewage generated from onsite workers and truck drivers is 5.060 m^3/day and 0.364 m^3/day respectively, therefore, total sewage generated from the site will be 5.424m^3 /day. The details calculation of sewage generation from the Site could be referred to ***Appendix Q***.

5.3.12 Considering the small amount of sewage generated from the toilets of the Site, two container toilets connected to temporary sewage storage tanks with a sufficient capacity is proposed to handle the sewage. Each temporary sewage storage tank is about 3,000L, which will be located underneath of the container toilet. The indicative location of the temporary toilets is shown in ***Figure 5-2***. The utilisation of two temporary sewage storage tanks will have sufficient capacity to handle the sewage generation for one day.

5.3.13 A licensed contractor will be employed by the Applicant to collect and disposed of the sewage daily. As such, there will be no unacceptable impacts with the provision of the recommended mitigation measures.

5.3.14 Non-point/diffuse source pollution, such as dust, tyre scraps, oil, etc. might be washed from road surface, proposed footpath and/or open areas into watercourses during rainstorms. In order to minimise this pollution loading, silt/sand traps should be provided for the drainage systems in accordance with the relevant government guidelines. Paved perimeter u-channel would be provided to prevent discharge of spillage of wastewater beyond the site boundary, and accumulation of deposits on nearby public roads. Good practices stated in *Practice Note for Professional Persons – Drainage Plans subject to Comment by EPD (ProPECC PN 5/93)* should be also referenced when designing on-site drainage. With the provision and implementation of the aforementioned mitigation measures for non-point source pollution, adverse water quality impact is not anticipated.

5.4 Mitigation Measures

Construction Phase

5.4.1 During demolition and construction phases, it is recommended that portable toilets should be provided for construction workers. These will be supplied, maintained and emptied (at a sewage treatment facility) by a specialist contractor.

5.4.2 The demolition and construction contractors shall follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 1/94 for construction site drainage:

- Before commencing any demolition works, all sewer and drainage connection should be sealed to prevent building debris, soil, sand etc. from entering public sewers/drains.
- Wastewater generated from building construction activities including concreting, plastering, internal decoration, cleaning of works and similar activities should not be discharged into the stormwater drainage system. If the wastewater is to be discharged into foul sewers, it should undergo the removal of settleable solids in a silt removal facility, and pH adjustment as necessary.
- Surface run-off from construction sites shall be discharged into storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels or earth bunds or sand bag barriers shall be provided on site to properly direct storm water to such silt removal facilities. Perimeter channels at site boundaries shall be provided where necessary to intercept storm run-off from outside the Site so that it will not wash across the Site.
- Silt removal facilities, channels and manholes shall be maintained and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times.
- For the purpose of preventing soil erosion, temporarily exposed slope surfaces shall be covered e.g. by tarpaulin, and temporary access roads shall be protected by crushed stone or gravel. Intercepting channels shall be provided (e.g. along the crest) to prevent storm runoff from washing across exposed soil surfaces. Arrangements shall always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm.
- Earthworks final surfaces shall be well compacted and the subsequent permanent work or surface protection shall be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels shall be provided where necessary.
- Measures shall be taken to minimise the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they shall be dug and backfilled in short sections. Rainwater pumped out from trenches shall be discharged into storm drains via silt removal facilities.
- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites shall be covered with tarpaulin or similar fabric during rainstorms. Measures shall be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.
- Manholes shall always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers.

- Discharge of surface run-off into foul sewers shall always be prevented in order not to unduly overload the foul sewerage system.
- All vehicles and plant should be cleaned before they leave a construction site to minimize the deposition of earth, mud, debris on roads. A wheel washing bay should be provided at every site exit if practicable and wash-water should have sand and silt settled out or removed before discharging into storm drains. The section of construction road between the wheel washing bay and the public road should be paved with backfall to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains.

5.4.3 In addition, the EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

- The Contractor shall observe and comply with the Water Pollution Control Ordinance and its subsidiary regulation.
- The Contractor shall carry out the Works in such as manner as to minimise adverse impacts on the water quality during execution of the works. In particular the Contractor shall arrange his method of working to minimise the effects on the water quality within and outside the Site, on the transport routes and at the loading, dredging and dumping areas.
- The Contractor shall follow the practices, and be responsible for the design, construction, operation and maintenance of all the mitigation measures as specified in the ProPECC PN 1/94 "Construction Site Drainage" issued by the Director of Environmental Protection. The design of the mitigation measures shall be submitted by the Contractor to the Engineer for approval.
- The Contractor shall not discharge directly or indirectly or cause or permit or suffer to be discharged into any public sewer, stormwater drain, channel, stream-course or sea any trade effluent or foul or contaminated water or cooling or hot water without the prior written consent of the Engineer in consultation with the Director of Environmental Protection and Director of Water Supplies, who may as a condition of granting his consent require to the Contractor to provide, operate and maintain at the Contractor's own expense to the satisfaction of the Engineer suitable works for the treatment and disposal of such trade effluent or foul or contaminated or cooling or hot water. The design of such treatment works shall be submitted to the Engineer for approval not less than one month before commencement of the relevant works.
- If any office, site toilet facilities are erected, foul water effluent shall be directed to a foul sewer or to a sewage treatment and disposal facilities either directly or indirectly by means of pumping or other means approved by the Engineer.
- The Contractor shall not permit any sewage, waste water or effluent containing sand, cement, silt or any other suspended or dissolved material to flow from the Site onto any adjoining land or allow any waste matter which is not part of the final product from waste processing plants to be deposited anywhere within the Site or onto any adjoining land. He shall arrange removal of such matter from the site or any building erected or to be erected thereon in a proper manner to the satisfaction of the Engineer in consultation with the Director of Environmental Protection.

Operation Phase

5.4.4 Wastewater generated from sprinklers and wheel washing facilities will be collected and diverted to the sedimentation tank for silt removal. The wastewater will be firstly diverted and collected in a sump pit for further treatment by sedimentation and dewatering. The slurry/cement cake arising from the wastewater treatment process is inert material and so it will be disposed of at Public Fill Reception Facilities for further reuse. The treated effluent will be reused onsite.

5.4.5 A contingency plan should be prepared by the Applicant to state the details of action in case of emergency, such as tank leakage and overflow, by making reference to the *DSD' Contingency Plan for Incidents Possibly Encountered in Sewage Treatment Facilities have a Potential of Generating an Environmental Nuisance.* The contingency plan will be provided to EPD for approval during submission of the design of the sedimentation tank in detailed design stage in accordance with *Practice Note for Professional Persons – Drainage Plans subject to Comment by EPD (ProPECC PN 5/93)*. The general practices are summarised as follows:

- In case of emergency, site staff shall check the impact on the hydraulic condition and performance of the wastewater treatment facilities.
- In case of power failure, plant staff should provide emergency generators or alternative power supply to the wastewater treatment facilities.
- In case of fire outbreak, plant staff should check and isolate the power supply to the equipment on fire and fight the fire under safe condition. If the fire cannot be controlled, plant staff should dial 999 or the local Fire Station.
- In case of wastewater overflow or pipe leakage, site staff should arrange diversion of park of the influent to standby tanks.

5.4.6 Sewage generated during the operation phase will be stored in a temporary sewage storage tank connected to container toilets for offsite disposal. Results of estimated sewage generation from the Site demonstrated that there will be no adverse water quality impact.

5.4.7 Non-point/diffuse source pollution, such as dust, tyre scraps, oil, etc. might be washed from road surface and/or open areas into water courses during rainstorms. In order to minimise this pollution loading, silt/sand traps should be provided for the drainage systems in accordance with the relevant government guidelines. Such design should be incorporated in the detailed design. With the provided silt/sand traps, debris/oil can be trapped and removed before being discharged. As mentioned in ***paragraph 5.3.7,*** a drainage plan and corresponding pollution control measures will be submitted to Building Authority with reference to EPD's "*Practice Note for Professional Persons – Drainage Plans subject to Comment by EPD (ProPECC PN 5/93)* and the corresponding standards stated in the *Technical Memorandum Standards for Effluents Discharged Into Drainage and Sewerage System, Inland and Coastal Waters* under Cap 358, S21 of WPCO should be complied with if any effluent shall be discharged in the future.

5.4.8 With the provision and implementation of the aforementioned mitigation measures for non-point source pollution, adverse water quality impact due to runoff is not anticipated.

5.5 Conclusion

5.5.1 During demolition and construction phases, water quality impacts can be properly controlled with the implementation of good site practice, as stated in ***paragraph 5.4.2***. Portable toilets will be provided for constructions workers on-site. Provided these measures are implemented, it is unlikely that any adverse water quality impacts from the Site will be generated during the demolition and construction phases.

5.5.2 The contractor shall apply for a Discharge Licence from EPD under the WPCO during demolition and construction phases. All site discharges should be treated as necessary in accordance with the terms and conditions of the Discharge Licence.

5.5.3 During operation, no adverse water quality impact is anticipated from the toilets, etc., because the sewage and wastewater will be collected by two proposed sewage storage tanks of container toilets for offsite disposal. Results of sewage generation from the Site demonstrated that there will be no adverse water quality impact due to sewage.

5.5.4 The wastewater generated from water sprinklers and wheel washing facilities will be collected and diverted to sedimentation tank for silt removal. The treated effluent will be reused onsite.

5.5.5 Moreover, there will be no adverse water quality impact due to runoff with the provision and implementation of the recommended mitigation measures for non-point sources.

5.5.6 Overall, therefore, no adverse water quality impacts are anticipated during the construction, demolition and/or operation phases of the Proposed Development.

Figure 5-1 Location of the Representative Water Sensitive Receivers (WSRs) within 500m Study Area

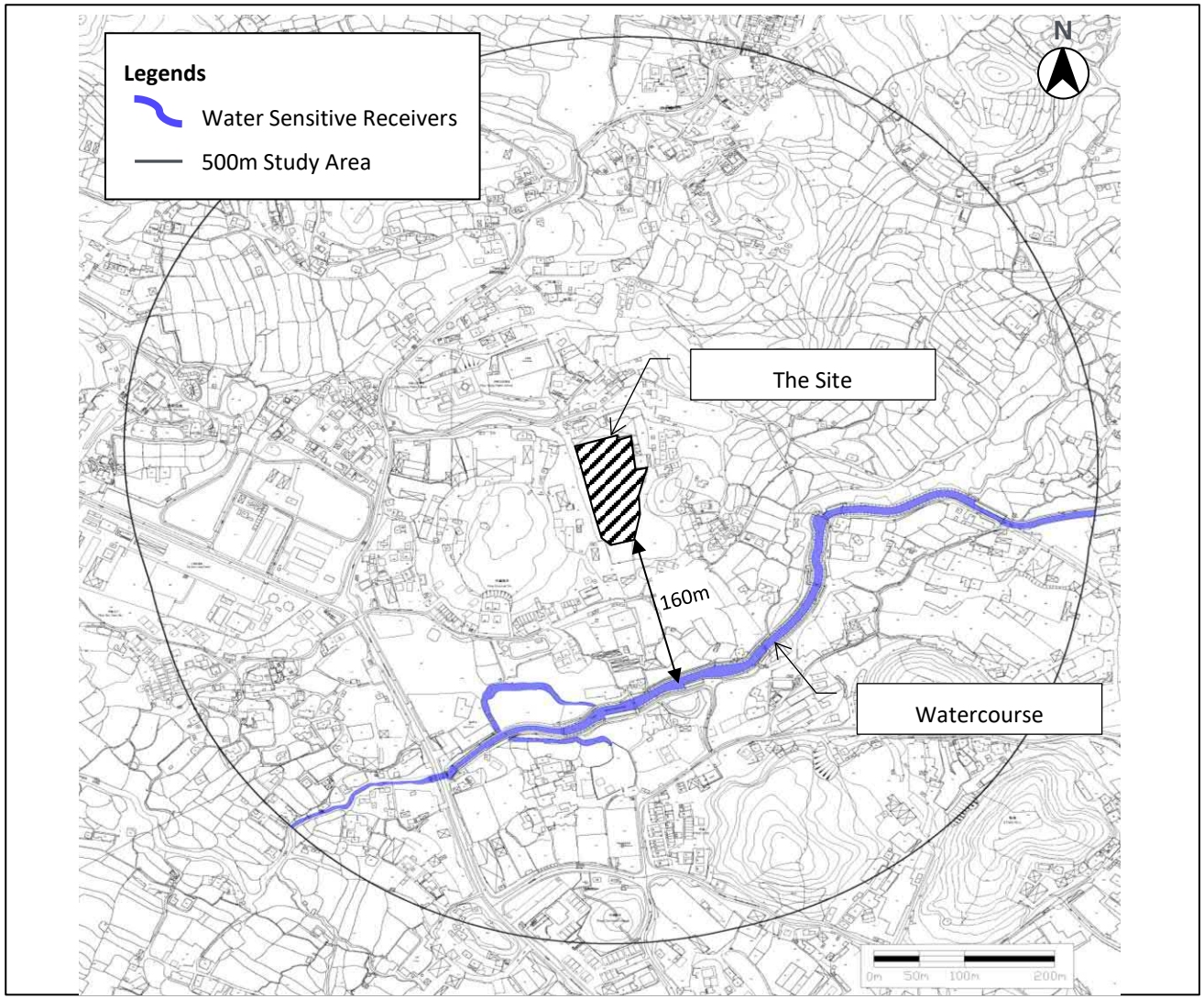
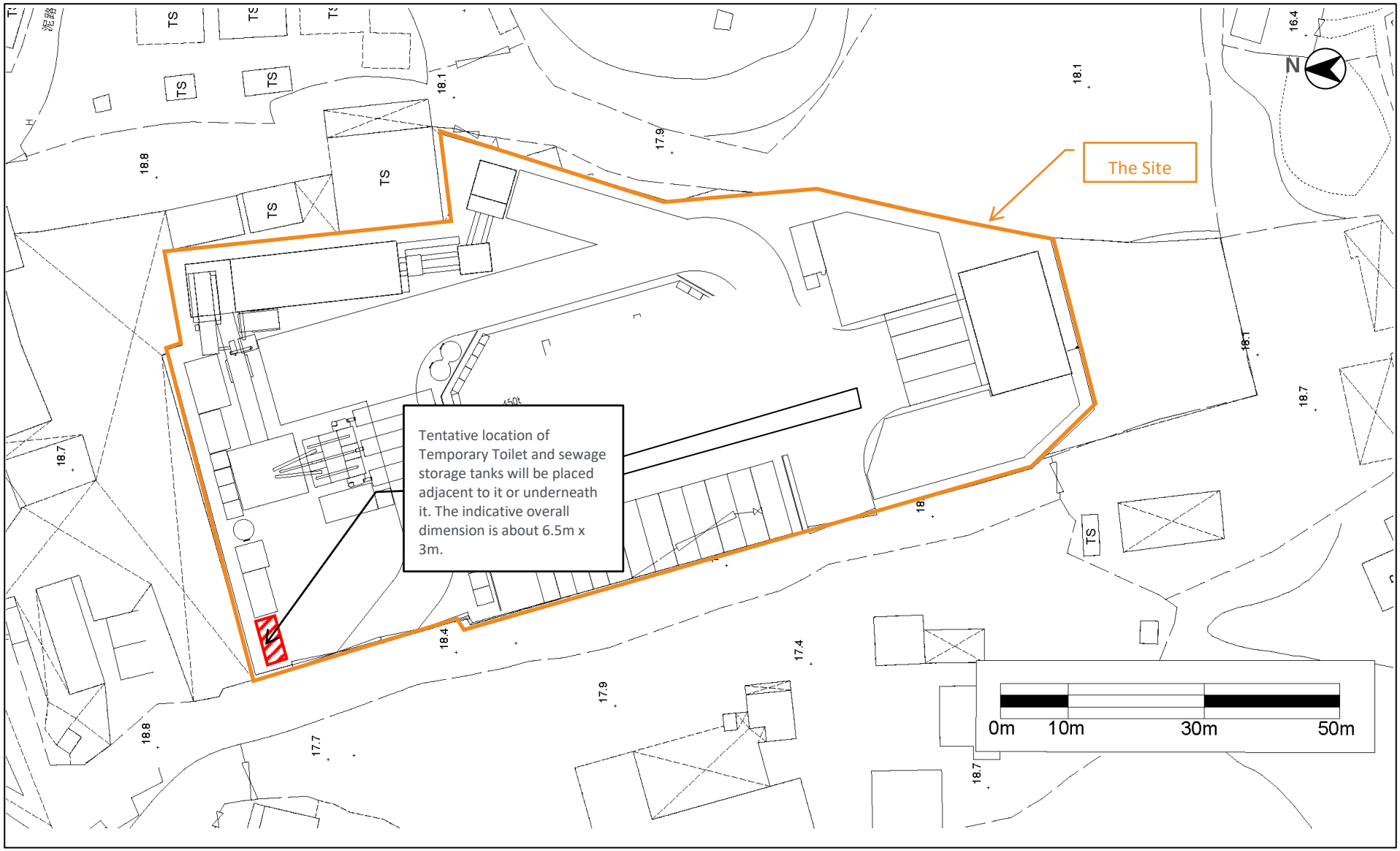


Figure 5-2 Indicative Location of the Temporary Toilets



6 WASTE MANAGEMENT

6.1 Environmental Legislation and Standards

6.1.1 In carrying out the assessment, references have been made to the following relevant legislation, documents and guidelines that are applicable to waste management and disposal in Hong Kong:

- The *Waste Disposal Ordinance* (Cap. 354) (WDO) setting out requirements for storage, handling and transportation of all types of wastes.
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C).
- Waste Disposal (Charges for Disposal of Chemical Waste) Regulation (Cap. 354J).
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N).
- Land (Miscellaneous Provisions) Ordinance (Cap. 28).
- Public Cleansing and Prevention of Nuisances Regulation (Cap. 132BK).
- Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Construction and Demolition Waste (ADV-19).
- Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Provision of Fitments and Fittings in New Buildings (APP-114).
- Building Department Practice Note for Registered Contractors (PNRC 17), Control of Environmental Nuisance from Construction Sites.
- EPD Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.
- EPD Recommended Pollution Control Clauses (RPCC) for Construction Contracts in COP.

6.2 Potential Waste Management Impacts

Construction Phase

6.2.1 The construction activities of the Proposed CBP will involve:

- Demolition of existing CBP, which is a mobile plant assembled by containers type, by lifting down the containers on the group for disassemble.
- Construction of a new CBP, which is a metal structure constructed by welding.

6.2.2 The key potential waste sources during the construction phase are:

- Inert Construction and Demolition (C&D) materials (e.g. waste concrete, surplus soil, waste asphalt, etc.).
- Non-inert C&D materials (e.g. wood and plastics).
- Chemical wastes such as waste battery and waste lubricating oil from vehicles / plant maintenance
- General refuse generated by site workers.

Inert C&D Materials

6.2.3 Inert C&D materials are those which do not decompose, such as debris, rubble, earth and concrete, and which are suitable for land reclamation and site formation.

6.2.4 Construction phase will comprise two major phases, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation. Each major phase will include sub-phases. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. The major source on inert C&D materials during construction will be minor removal of the existing pavement due to demolition of the existing CBP and construction of the proposed CBP. No re-profiling of the Site will be required for the Proposed Development.

6.2.5 Removal of the existing pavement would be limited within the footprint of the steel structure of the existing CBP and Proposed Development. As a conservative approach, it is assumed that the existing pavement of the whole site will be removed for assessment purpose for the worst-case scenario. According to the most recent Site visit carried out on 7 November 2019, the Site is entirely paved. Assuming a typical slab thickness of 0.2m, approximately 1,409m^3 (7,044m^2 x 0.2m) or 3,382 tonnes waste concrete (based on a concrete density of 2,400kg/m^3) of paving to be disposed of.

6.2.6 As no re-profiling of the Site is required, only minor excavation materials will be generated from the Site during the construction phase, and the associated waste generated is considered as insignificant which should be less than 2 tonnes.

6.2.7 In addition, construction wastes will also be generated during demolition and construction phases of the Proposed Development. In considering the Proposed Development is a concrete batching plant, which is mainly constructed by metal structures via welding and demolition of existing CBP will involve dissembling metal structure only. Assuming removal of pavement mentioned in ***paragraph 6.2.5*** is the worst-case scenario. Regarding the non-inert C&D materials (or C&D waste), it is generally generated from timber formwork, packaging waste and other wastes which is less than two tonnes.

6.2.8 Since the existing plant and its equipment are made of steel, the Applicant has confirmed that there was no asbestos containing material currently in the Site and will not use any asbestos containing material during the construction and operation of the proposed CBP. As such, there will be no asbestos containing material arising from the Project works.

Table 6-1 Total Estimated Inert C&D Materials Generated During Construction

Inert C&D Material Type	Estimated Inert C&D Material Generation (Tonnes)
Paving (assumed to be removed for the worst-case scenario for assessing waste management)	3,382
Excavated Materials	2
Building Waste	2
Total	**3,386**

6.2.9 In total, therefore, an estimated totally 3,386 tonnes of inert C&D materials may be generated from paving throughout the 1 year construction period, equivalent to around 10.8 tonnes per day (tpd) (3,386 tonnes ÷ ((6/7) x 365 days) = 10.8 tpd) on average assuming 6 working days per week.

6.2.10 Inert C&D materials should be reused on-site as far as practicable and efforts should be made to optimise cut and fill requirements during the detailed design. Good site practice and mitigation measures should be implemented, as recommended in ***Section 6.3***. The remaining materials

should be sent to pubic fill reception facilities, Fill Bank at Tuen Mun Area 38 and Fill Bank at Tseung Kwan O Area 137.

6.2.11 As no backfilling shall be required for the construction, not much of the inert C&D material is expected to be re-used onsite. Hence, the inert C&D material of 10.8tpd will be disposed of at public fill reception facilities. Moreover, the reuse of inert C&D materials in public filling reception facilities would be agreed with relevant authorities before disposal.

6.2.12 With the implementation of the recommended good site practice and mitigation measures, no adverse waste impact from the handling, transportation or disposal of inert C&D materials during construction of the Project is anticipated.

Non-inert C&D Materials (or C&D Waste)

6.2.13 Non-inert C&D materials (or C&D waste), are those which can decompose such as bamboo, timber, vegetation, packaging waste and other organic material, and which are therefore unsuitable for land reclamation.

6.2.14 The major source on non-inert C&D materials during construction will be building waste including non-inert C&D materials such as timber formwork, packaging waste, and metal generated by demolition of the existing CBP.

6.2.15 In considering the proposed development is a concrete batching plant mainly constructed by metal structures via welding. The quantity of construction waste generated would be the metal generated by demolition of the existing plant. As advised by the Applicant, around 800 tonnes steel was used for the construction of the existing plant. Hence, 800 tonnes metal waste is estimated to be generated during demolition of the existing plant as the worst case scenario.

6.2.16 On-site sorting should be carried out for non-inert C&D materials generated from the works. Recyclable materials, such as metal, paper product, timber and plastic, should be collected by local recyclers for recycling. All non-inert C&D materials should be recycled as far as possible and landfill disposal should be adopted as the last resort. This nearest disposal facility is North East New Territories Landfill (NENT) Landfill.

6.2.17 With the implementation of the recommended good site practice and mitigation measures, no adverse waste impact from the handling, transportation or disposal of non-inert C&D materials (or C&D waste) during construction of the Proposed Development is anticipated.

General Refuse

6.2.18 General refuse from workers is similar to domestic waste and includes food packaging and organic materials.

6.2.19 The numbers of workers will depend on the construction methods employed and on which contractor carries out the work. Based on industry experience, we estimate the number of construction workers for a project of this size would average around 50 per day over the 1 year construction period.

6.2.20 Each construction worker will generate general refuse, which is similar to domestic waste. Plate 2.7 of Waste Statistics for 2019 identifies that the per capita domestic waste disposal rate in 2019 was 0.87kg/person/day, although the per worker generation rate of general refuse will likely be less than this. However, to be conservative, the per capita domestic waste disposal rate in 2019 has been adopted for general refuse generation by construction workers. On this basis:

General Refuse/Day = No. of workers/day x per capita generation rate

= 50 workers x 0.87kg/workers/day

= 43.5kg/day

Total General Refuse = General Refuse/Day x Duration of construction contract

= 43.5kg/day x (6 working days/7 days per week X 365 days per year x 1 year)

= 13,609kg

= 14 tonnes (round up to tonnes)

6.2.21 Hence, an estimated 14 tonnes of general refuse may be generated throughout the 1 year construction period.

6.2.22 On-site sorting for general refuse generated from the works should be carried out. Recyclable materials, such as metal, paper and plastic, should be collected by local recyclers for recycling. All general refuse should be recycled as far as possible and landfill disposal should be adopted as the last resort. This nearest disposal facility is North West New Territories Transfer Station (NWNTRTS).

6.2.23 Plate 3.2 of Waste Statistics for 2019 identifies that in 2019, the recovery rate of domestic waste is 21%. It is therefore estimated that 21% of general refuse (i.e. 2.9 tonnes) of general refuse could be reused and recycled by the recyclers. The surplus general refuse of 11.1 tonnes would be disposed of at the NWNTRTS.

6.2.24 With the implementation of the recommended good site practice and mitigation measures, no adverse waste impact from the handling, transportation or disposal of general refuse from workforce during construction of the Proposed Development is anticipated.

Chemical Waste

6.2.25 No hazardous materials or hazardous wastes are expected to be generated during the construction phase. Since majority of maintenance/repairing for construction equipment will be carried out off-site during construction stage, only several hundred kilograms of chemical wastes including waste batteries, lubricating oil, waste paints and waste lamp may be generated due to the small scale of the works. As a conservative approach, it is assumed that 1 tonnes of chemical waste will be generated during the construction phase.

6.2.26 The Contractor shall register as a Chemical Waste Producer under the WDO. All chemical waste shall be stored at a properly designed chemical waste storage area located within the construction site in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. A licensed collector shall be employed by the Applicant to handle and dispose of all chemical wastes, e.g. at the Chemical Waste Treatment Centre (CWTC) at Tsing Yi, or other facility approved by EPD.

6.2.27 With the implementation of the recommended good site practices and mitigation measures, no adverse waste impact from the handling, transportation or disposal of chemical waste during the construction of the Proposed Development is anticipated.

Summary

6.2.28 The types and estimated quantities of different types of wastes generated during the construction phase are summarised in ***Table 6-2***.

Table 6-2 Estimated amount of different types of wastes to be generated during construction phase

Waste Type	Estimated Quantity (Tonnes)	Key Sources Of Waste Generation	Management Option	
			Reuse / Treatment	Disposal
Inert C&D Material				
Paving	3,382	Site clearance and formation within the footprint of the existing CBP and the proposed CBP	The opportunities for on-site reuse of inert C&D materials will be considered and maximized.	The surplus inert C&D material will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137.
Excavated Material	Nil	N/A		
Building Waste	Nil	N/A		
Non-inert C&D Material				
Building Waste	800	Demolition of the existing CBP	About 800 tonnes metal wastes to be recycled by recycler.	All building waste (i.e. metal) will be recycled. No disposal of building waste will be required.
General Refuse	14	Construction workers and site office	About 2.9 tonnes to be recycled by recyclers.	About 11.1 tonnes to be disposed of at NWNTRTS.
Chemical Waste	1	Waste batteries, lubricating oil and waste paints, etc.	All to be collected by the licensed chemical waste collector and treated in the CWTC.	

Operation Phase

6.2.29 During the operation phase, municipal solid waste (MSW) from onsite staff and truck drivers will be generated, and the major type of wastes generated during operation will be cementitious cake. Chemical wastes will be also generated from the maintenance of the plant equipment.

6.2.30 According to the EPD's Monitoring of Solid Waste in Hong Kong – Waste Statistic for 2019, the most recent per capita disposal rates of MSW to be 1.47kg/person/day. The estimated total staffs of the Proposed Development would be 22 people, so the quantity of MSW disposed of is expected to be about 11.8 tonnes per year on assuming 7 working days per week.

6.2.31 Plate 3.2 of Waste Statistics for 2019 identifies that in 2019, the recovery rate of MSW is 29%. It is therefore estimated that 29% of MSW (i.e. 3.4 tonnes) could be reused and recycled by the recyclers.

6.2.32 The surplus MSW of 8.4 tonnes (i.e. 0.023 tpd on assuming 7 working days per week) would be disposed of at the NWNTRTS.

6.2.33 Since MSW will be collected on a regular basis by registered waste collectors and will be disposed at a landfill managed by EPD, no adverse waste impacts from handling, transportation

or disposal are anticipated. Nevertheless, to minimise MSW generation mitigation measures proposed in ***Section 6.3*** should be implemented.

6.2.34 Several hundred kilograms of chemical wastes including waste batteries and lubricating oil may be generated due to maintenance of the plant equipment per year. As a conservative approach, it is assumed that 1 tonnes of chemical waste will be generated per year during the operation phase. The Applicant shall register as a Chemical Waste Producer under the WDO. The handling of chemical waste during the operation of the proposed CBP should follow the requirements of collection, storage, handling, labelling of containers of chemical waste governed under Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C). A licensed collector shall be employed by the Applicant to handle and dispose of all chemical wastes, e.g. at the Chemical Waste Treatment Centre (CWTC) at Tsing Yi, or other facility approved by EPD. Hence, no adverse impact from chemical wastes is anticipated.

6.2.35 Besides, cementitious cake, the major type of waste, will be also generated from the sedimentation tank for recycling the wastewater from runoff and wheel washing facilities. As estimated by the Applicant based on their experience from a concrete batching plant with similar capacity, the quantity of cementitious cake generated from the sedimentation tank is about 15 tonnes per day in average. It is assumed that the proposed CBP will generate similar amount of cementitious cake during its operation. There is no opportunities for recycling the cementitious cake onsite. The cementitious cake will be therefore reused at Public Fill Reception Facilities. Hence, the estimated quantity of cementitious cake would be reused offsite is about 5,475 tonnes per year.

6.2.36 The type and estimated quantities of different types of wastes generated during the construction phase are summarised in ***Table 6-3***.

Table 6-3 Estimated amount of different types of wastes to be generated during operation phase

Waste Type	Estimated Quantity (Tonnes / Year)	Key Sources Of Waste Generation	Management Option	
			Reuse / Treatment	Disposal
Industrial waste	11.8	Site staff	About 3.4 tonnes to be recycled by recyclers per year.	About 8.4 tonnes to be disposed of at NWNTRTS per year.
Cementitious Cake	5,475	Sedimentation tank	Nil	All to be reused at Public Fill Reception Facilities.
Chemical Waste	1	Waste batteries and lubricating oil, etc.	All to be collected by the licensed chemical waste collector and treated in the CWTC.	

6.2.37 With the implementation of the mitigation measures, there should be no adverse waste impact from the handling, transportation or disposal of waste during the operation of the Proposed Development.

6.3 Mitigation Measures

Construction Phase

6.3.1 Waste management shall be controlled through contractual requirements as well as through statutory requirements.

6.3.2 A Waste Management Plan (WMP) should be developed by the contractor before the commencement of any construction works. The objectives of the WMP will be to identify any potential environmental impacts from the generation of waste at the Site; to recommend appropriate waste handling, collection, sorting, disposal and recycling measures in accordance with requirements of the current regulations; and to categorise and permit segregation of C&D materials where practicable (i.e. inert material / non-inert material) for disposal considerations i.e. public fill / landfill.

6.3.3 The contractors should adopt good housekeeping practices with reference to the WMP such as waste segregation prior to disposal. Besides the provision of stockpiling and segregating areas at site, effective collection of site wastes is required to prevent waste materials being blown around by wind, flushed or leached into nearby waters, or creating odour nuisance or pest and vermin problems. Waste storage areas should be well maintained and cleaned regularly.

6.3.4 A trip-ticket system should be established in accordance with DevB TC(W) No. 6/2010 and the Waste Disposal (Charges for Disposal of Construction Waste) Regulation to monitor the disposal of public fill and solid wastes at public filling facilities and landfills, and to control fly-tipping. A trip-ticket system should be included as one of the contractual requirements for the contractor to strictly implement.

6.3.5 Whenever there are excess recyclable construction materials, including bricks, plastics and metals, reuse and recycling should be carried out as far as practicable to minimise the amount of waste disposal. Other inert non-recyclable materials such as concrete, asphalt, etc. should be treated as public fill. Non-inert and non-recyclable wastes should be disposed at designated landfill site.

6.3.6 General refuse should be stored in enclosed bins or compaction units separate from C&D material. A reputable waste collector should be employed by the construction contractor to remove general refuse from the Site, separately from C&D materials. Preferably an enclosed and covered area should be provided to reduce the occurrence of “wind-blown” materials.

6.3.7 For chemical waste, the Contractor should follow the ‘trip-ticket’ system of which the arrangement of production, collection and disposal in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

6.3.8 In addition, the EPD’s RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

- The Contractor shall observe and comply with the Waste Disposal Ordinance and its subsidiary.
- The Contractor shall submit a Waste Management Plan to the Engineer for approval according to the ADV-19 with appropriate mitigation measures including allocation of an area for waste segregation and shall ensure that the day-to-day site operations comply with the approved waste management plan.
- The Contractor shall minimise the generation of waste from his work. Avoidance and minimisation of waste generation can be achieved through changing or improving design and practices, careful planning and good site management.
- The Contractor shall ensure that different types of wastes are segregated on-site and stored in different containers, skips or stockpiles to facilitate reuse / recycling of waste materials and, as the last resort, disposal at different outlets as appropriate.

- The Contractor shall ensure that Construction and Demolition (C&D) materials are sorted into public fill (inert portion) and C&D waste (non-inert portion). The public fill which comprises soil, rock, concrete, brick, cement plaster/mortar, inert building debris, aggregates and asphalt shall be reused in earth filling, reclamation or site formation works. The C&D waste which comprises metal, timber, paper, glass, junk and general garbage shall be reused and recycled and, as the last resort, disposal of at landfills.
- The Contractor shall record the amount of waste generated, recycled and disposed of (including the disposal sites).
- The Contractor shall use a trip ticket system for the disposal of C&D materials to any designated public filling facility and/or landfill.
- Training shall be provided for workers about the concepts of site cleanliness and appropriate waste management procedure, including waste reduction, reuse and recycling.
- The Contractor shall observe and comply with the Waste Disposal (Chemical Waste) (General) Regulation.
- The Contractor shall apply for registration as chemical waste producer under the Waste Disposal (Chemical Waste) (General) Regulation when chemical waste is produced. All chemical waste shall be properly stored, labelled, packaged and collected in accordance with the Regulation.

Operation Phase

6.3.9 The plant management shall encourage reuse and recycling of MSW in line with government policy. The waste management hierarchy shall be adopted by the building management to manage MSW in a sustainable manner. The waste management hierarchy is a concept which shows the desirability of various waste management methods and comprises the following in order of preference:

- Avoidance.
- Minimisation.
- Recycling/reuse.

6.3.10 MSW such as general refuse, food waste, food packaging, paper, can, plastic bottles, etc., which shall be collected and stored in appropriate waste receptacles with a secure lid to minimize the potential adverse impact due to wind blowing away garbage and to improve hygiene. Recyclable and non-recyclable waste shall be regularly collected by waste collectors and taken off-site for recycling or disposal, respectively.

6.3.11 For the cementitious cake, the Contractor should temporarily store the cementitious cake onsite in a waste hopper with impervious sheeting covering before transferred to Public Fill Reception Facilities for reuse.

6.3.12 For chemical waste, the Contractor should follow the 'trip-ticket' system of which the arrangement of production, collection and disposal in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

6.4 Conclusion

6.4.1 With the development of WMP and to implement the good site practices recommended therein, the waste generation during construction phase can be greatly reduced. Provided that good site practices as recommended in ***Section 6.3*** are followed, there should be no adverse impacts

related to the management, handling and transportation of waste during the construction phase.

6.4.2 During the operation phase, the major type of waste generated will be MSW and cementitious cake generated from sedimentation tank. Chemical wastes will be generated during maintenance of the plant equipment. Industrial waste will be collected on a regular basis by waste collectors and will be disposed at a landfill managed by EPD. Similarly, the cementitious cake will be also disposed of at the Public Fill Reception Facilities while chemical waste will be disposed of in accordance with the Waste Disposal (Chemical Waste) (General) Regulation. Therefore, there should be no adverse waste impact from the handling, transportation or disposal of waste during the operation of the Proposed Development.

6.4.3 With the implementation of the recommended mitigation measures, adverse waste impacts generated during the construction and operational phases of the Proposed Development are not anticipated.

7 LAND CONTAMINATION

7.1 Environmental Legislation and Standards

7.1.1 The land contamination assessment has been conducted in accordance with the following legislation, standard and guidelines:

- EPD Guidance Note for Contaminated Land Assessment and Remediation.
- EPD Practice Guide for Investigation and Remediation of Contaminated Land.
- Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management

7.2 Assessment Methodology

7.2.1 The assessment for land contamination of the Site was carried out with reference to EPD's Practice Guide. A normal land contamination assessment will involve the following steps:

(a) Carry out site appraisal, including background information collection (if there is any potential land contamination sources and issues identified, steps (b) to (g) shall be carried out).

(b) Design site investigation (SI) strategy and prepare a Contamination Assessment Plan (CAP) for EPD's approval

(c) Conduct SI according to the approved CAP

(d) Interpret SI results and prepare a Contamination Assessment Report (CAR) for EPD's approval

(e) Plan and design remediation strategy and prepare a Remediation Assessment Plan (RAP) for EPD's approval

(f) Carrying out the remediation works

(g) Preparing the Remediation Report (RR) for EPD's endorsement

7.3 Site Appraisal Findings

7.3.1 Site appraisal was conducted with an aim to identify any potential contamination source due to past and present land-use activities at the Site that may have caused land contamination.

Historical Use of the Site

7.3.2 Aerial photographic records for the Site between 1973 and 2019, available at the Survey and Mapping Office (SMO) of Lands Department, were reviewed, these records revealed that the Site was agriculture land prior to 1980s and land contamination issues arising from this agriculture uses was unlikely occurred. In 1986, the Site was transformed into some warehouses. A concrete batching plant located at the northern side of the Site commenced to operate in 1987 and closed in 2000s whereas the eastern and southern sides of the Site remained its use as warehouses. After that, the whole site was transformed into a concrete batching plant since late 2010s. As per Table 2.3 of EPD's Practice Guide for Investigation and Remediation of Contaminated Land, volatile organic chemicals (VOCs), semi-volatile organic chemicals (SVOCs) and petroleum carbon ranges (PCRs) will be potentially emitting from the storage and transfer of residues from physical conversion of earthen materials by sorting, mixing and grinding activities during concrete production. Furthermore, a typical warehouses is commonly adopted as storage of goods or site office only, while the concrete batching plant only consists of temporary steel structures and facilities to handle cement, sand, water, aggregates and ice only, which did/will not involve any chemical manufacturing/processing processes and generally all waste water

within the concrete batching plant are recycled. Although the Site is fully paved with concrete and is separated from the soil underneath, there is still potential land contamination issues associated with the past land use as concrete batching plants. Therefore, investigation on potential land contamination issues are further discussed in ***Sections 7.3.3*** to ***7.4.3***. The historical land uses of the Site based on the aerial photographic records is summarised in ***Table 7-1*** and aerial photographs are provided in ***Appendix R***.

Table 7-1 Historical Land Uses of the Site based on the Aerial Photographic Records

Photo Date	Land Use
December 1973	Agriculture land (whole site area)
August 1986	Warehouse (eastern part of the site)
October 1987	Warehouse (eastern part of the site) and Concrete Batching Plant (northern part of the site)
November 1995	Warehouse (middle part of the site)
October 1998	Warehouse (eastern part of the site) and Concrete Batching Plant (northern part of the site)
August 2010	Warehouse (whole site area)
March 2019	Existing Concrete Batching Plant (middle part of the site); the ancillary facilities with parking spaces (northern part of the site) and storage (southern and eastern part of the site)

Site Walkover

7.3.3 A site walkover was carried out on 7 November 2019. The Site is currently entirely paved and used as a concrete batching plant. No equipment and vehicles repairing activities were observed onsite. No underground bulk fuel storage tank was identified during the site walkover. All the limited aboveground fuel storage tanks and admixtures tanks within the Site are provided with secondary containments underneath. No leakage of chemicals observed. Hence, no land contamination issue is anticipated due to the existing use as a CBP. The photos of the existing site are shown on ***Appendix S***.

Dangerous Goods & Incident Records

7.3.4 Regional Office (North) of EPD was contacted to review if any record of registered Chemical Waste Producers or accident spillage / leakage of dangerous or chemical is kept by the office. Letter reply confirmed that they do not have any record of chemical spillage / leakage incident at the Site in the past 5 years. In addition, it was checked in EPD office on 12 May 2021 that there is no record of the chemical waste producers at the Site. In addition, Fire Services Department (FSD) was also contacted to review any current/past licences for storage of Dangerous Goods (DG), registration of DG licence, fire incidents, spillage/leakage of DG, etc. relating to the Site. FSP replied and confirmed that there is no record of DG licence, fire incidents or incidents of spillage/leakage of DG were found in connection with the Project Site.

7.3.5 The enquiry letters to EPD and FSD, and responses from EPD and FSD are enclosed in ***Appendix T*** for reference.

Conclusion from Site Appraisal

7.3.6 Based on recorded nature of the past and present land use activities, no obvious contamination issues was identified. In addition, as mentioned in ***Section 7.3.2*** a concrete batching plant only consists of temporary steel structures and facilities to handle cement, sand, water, aggregates and ice only, which did/will not involve any chemical manufacturing/processing processes and generally all water within the concrete batching plant are recycled. Only a small amount of admixture is/will be adopted as the raw materials consumption for concrete mixing, but there are usually drip tray provided for each admixture tanks, with implementation of good site practices by the staff of the CBP, potential leakage from the admixture tanks is considered unlikely. In view of this, the potential land contamination issues due to the past operation of concrete batching plant, and future potential of land contamination issues arising from the operation of the proposed CBP is not anticipated. Nevertheless, there is still potential land contamination issues associated with the previous concrete batching plants operated by another operator in 1990s'. Therefore, steps (b) to (g) of ***paragraph 7.3.1*** shall be required. Because the Site including the existing CBP is currently being in use, it is not appropriate to carry out site investigation at this planning stge. A CAP with the updated site information is recommended to be prepared for EPD's review during the detailed design stage for Phase 1 works described in ***Section 2.2***. The CAR for Phase 1 should be prepared for EPD's review after the site investigation. If land contamination is confirmed, RAP for Phase 1 should be prepared for EPD's review and remediation works should be carried out according to the approved RAP. No commencement of the construction work will be allowed prior to completing remediation works. A RR for Phase 1 should also be prepared for EPD's endorsement to demonstrate that the clean-up of the contaminated land is completed. Updated CAP, CAR, RAP (if contamination is identified) and RR (if contamination is identified) for Phase 2 (***Section 2.2*** refers) shall also be provided.

7.4 Operation of the Proposed Development

7.4.1 Admixtures involved in the concrete production will be stored in a properly designed admixture tanks with secondary containments underneath. Adverse land contamination issue arising from the use of admixtures in concrete production is not anticipated.

7.4.2 As mentioned in ***Section 6.2***, several hundred kilograms of chemical wastes, including waste batteries, lubricating oil, etc., will be generated from the operation of the proposed development per year during operation of the Proposed Development. The Applicant shall register as a Chemical Waste Producer under the WDO. All chemical waste shall be stored at a properly designed chemical waste storage area located within the Site in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. A licensed collector shall be employed by the Applicant to handle and dispose of all chemical wastes, e.g. at the Chemical Waste Treatment Centre ("CWTC") at Tsing Yi, or other facility approved by EPD.

7.4.3 With the implementation of the recommended measures, no adverse land contamination issues associated with the operation of the Proposed Development is anticipated.

7.5 Conclusion

7.5.1 A detailed investigation of the past and present land-use of the Project Site was carried out. There is potential land contamination issues associated with the previous concrete batching plants operated by another operator in 1987 and 1998. It is concluded that the land contamination issues due to the past operation of the concrete batching plant, as well as any potential land contamination issues arising from the future operation of the Site are unlikely be occurred owing to the nature of the concrete production works. Nonetheless, a CAP of phase 1 is recommended to be prepared for EPD's endorsement during the detailed design stage. The CAR of phase 1 should be prepared for EPD's approval after the site investigation. If land contamination is confirmed, RAP of phase 1 should be prepared for EPD's approval and remediation works should be carried out according to the approved RAP. No commencement of

the construction work will be allowed prior to the completion of the remediation works. A RR of phase 1 should also be prepared for EPD's endorsement to demonstrate that the clean-up of the contaminated land is completed. Updated CAP, CAR, RAP (if contamination is identified) and RR (if contamination is identified) for Phase 2 (***Section 2.2*** refers) shall also be provided.

7.5.2 During operation phase, no adverse land contamination issue is anticipated with the implementation of the recommended measures.

Figure 7-1 Location of Proposed Land Contamination Assessment Area

8 CONCLUSION

8.1.1 The potential environmental impacts arising from the operation of the proposed Concrete Batching Plant ("CBP") in Ping Che have been assessed.

8.1.2 During the construction phase, construction dust, noise, surface run-off and waste are unlikely to cause any unacceptable environmental impacts provided that the standard pollution control measures recommended are implemented.

8.1.3 During the operation phase, the conclusions of the impact assessments are as follows:

Air Quality

8.1.4 Respirable Suspended Particulates ("RSP"), Fine Suspended Particulates ("FSP") and Nitrogen Dioxide ("NO_2") will be the major air pollution concerns during the operation phase of the Reinstated CBP. A site visit was conducted on 7 November 2019. Based on the site visit and the information provided on the survey map, nearby Air Sensitive Receivers ("ASRs") within 500m of the Site were identified.

8.1.5 The background RSP, FSP and NO_2 concentrations of the works area have been estimated based on the data extracted from EPD's PATH v2.1 model. Cumulative air quality impacts were assessed using EPD-approved dispersion modelling including AERMOD, EMFAC HK Version 4.3 and CALINE4 arising from the operation phase of the proposed CBP and vehicular emissions, respectively, as well as background concentrations within 500m Study Area from the project boundary of the proposed CBP.

8.1.6 The Applicant has confirmed that no generator sets will be used for production within the Site. Furthermore, the engines of all trucks will be switched off whilst queuing/waiting within the Site and whilst loading/ unloading.

8.1.7 At the ASRs, the predicted 10th highest daily average RSP and annual average RSP ranged from 74.7µg/m^3 to 91.1µg/m^3 and from 32.4µg/m^3 to 39.8µg/m^3, respectively. The predicted 10th highest daily average RSP and annual average RSP concentrations are well within their corresponding AQOs of 100µg/m^3 and 50µg/m^3 respectively. For the predicted 10th highest daily average FSP and annual average FSP ranged from 56.0µg/m^3 to 61.8µg/m^3 and from 23µg/m^3 to 26.3µg/m^3 respectively. The predicted 10th highest daily average FSP and annual average FSP concentrations are well within their corresponding AQOs of 75g/m^3 and 35µg/m^3 respectively. In addition, the predicted 19th highest daily NO_2 and annual NO_2 ranged from 76.9µg/m^3 to 193.3µg/m^3 and from 13.8µg/m^3 to 29.1µg/m^3

8.1.8 Nevertheless, dust mitigation during the operation phase is still recommended to further reduce dust impacts:

- The whole site shall be paved by concrete.
- Dust collectors shall be installed at the silos and the enclosure of the mixing plant to minimise dust emissions.
- Conveyors and mixing plant shall be enclosed.
- The aggregate stockpile shall be covered entirely by impervious sheeting.

8.1.9 The air quality assessment has concluded that operation of the Reinstated CBP will not cause any unacceptable air quality impacts to the surrounding areas or to local residents. The operation details of the Reinstated CBP will be refined in the detailed design stage when applying for the Specified Process (SP) Licence. An Air Pollution Control Plan (APCP) shall be prepared to support the SP Licence in accordance with Sections 14, 14A and 15 of the APCO. The APCP shall demonstrate full compliance with the AQOs for obtaining the SP Licence for the Reinstated CBP.

Noise

8.1.10 Based on the site visits in November 2019 and the information provided on the survey map, NSRs within 300m of the Site and along the local access road were identified. A number of structures on the survey map that turned out to be abandoned structures, or even no longer in existence, such as the former Ping Yeung Public School, and so these are not considered to be NSRs.

8.1.11 For construction noise from new plant and associated superstructures and demolition noise from existing plant, no unacceptable noise impact on all identified NSRs due to the Proposed Development is anticipated.

8.1.12 For industrial noise, in order to achieve a low operational noise level, a number of noise reduction measures will be required in the design of the proposed CBP as recommended in ***Section 4.6.11*** of this EA Report.

8.1.13 For the noise impact arising from off-site traffic, no unacceptable noise impact on the NSRs due to the Proposed Development is anticipated with reference to the traffic noise results.

8.1.14 The industrial and traffic noise assessment has concluded that with implementation of proposed noise mitigation measures, operation of the CBP to be reinstated will not cause any unacceptable noise impacts to the surrounding NSRs.

Water Quality

8.1.15 During the construction and demolition phase, no extensive land formation works will be required while minor excavation works will be carried out. Since all the structures of the proposed CBP will be precast, and only minor excavation works will be required within the Site. Therefore adverse water quality impacts arising from these construction works is not anticipated. With the provision, implementation and maintenance of the mitigation measures recommended in ***paragraphs 5.4.1*** to ***5.4.3***, no adverse water quality impact due to the construction and demolition phases of the Proposed Development is anticipated.

8.1.16 For the sewage generated by the on-site staff and truck drivers. Such sewage would be stored in a temporary sewage storage tank connected to container toilets for off-site disposal. All process wastewater from wheel washing facilities will be passed through a filter press to produce reusable water and a “clay cakes” residue. All of the process wastewater generated within the CBP will be reused within the CBP and there will be no discharge of process wastewater off-site.

8.1.17 Stormwater drains will be provided within the site to collect uncontaminated rainwater during storm events. This will be collected and discharged as clean water. The stormwater drains will be designed to ensure that stormwater does not mix with process water collected elsewhere. The stormwater drains will also be well maintained and kept clear of any litter or cement residues at all times to ensure that any water discharged via these drains is uncontaminated.

8.1.18 The water quality assessment has concluded that with recycling of process water and the provision of toilets, operation of the Reinstated CBP will not cause any unacceptable water quality impacts to the surrounding areas or to local residents.

Waste Management

8.1.19 The waste management assessment has concluded that construction and operation of the proposed CBP will not cause any unacceptable waste impacts to the surrounding areas or to local residents.

Land Contamination

8.1.20 A detailed investigation of the past and present land-use of the Project Site was carried out. There is potential land contamination issues associated with the previous concrete batching plants operated by another operator in 1990s'. A CAP is recommended to be prepared for EPD's endorsement during the detailed design stage. The CAR should be prepared for EPD's approval after the site investigation. If land contamination is confirmed, RAP should be prepared for EPD's approval and remediation works should be carried out according to the approved RAP. No commencement of the construction work will be allowed prior to the completion of the remediation works. A RR should also be prepared for EPD's endorsement to demonstrate that the clean-up of the contaminated land is completed.

8.1.21 During operation phase, no adverse land contamination issue is anticipated with the implementation of the recommended measures.

Overall Conclusions

8.1.22 The mitigation measures recommended to be implemented for different environmental aspects are summarised in below:

Table 8-1 Summary of Mitigation Measures for Different Environmental Aspects

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
Air	During Construction Phase: • Whole CBP Site: Follow the *"Air Pollution Control (Construction Dust) Regulation"* to ensure effective dust abatement measures have been properly implemented to reduce dust emissions for the relevant construction activities. • Whole CBP Site: Any notifiable work defined under the above regulation shall give advance notice to EPD, the contractor shall ensure that the notifiable and regulatory works are carried out with the Schedule of the Regulation. Dust control and suppression measures shall be provided in the Schedule. During Operation Phase: • Whole CBP Site: The whole site shall be paved by concrete. • Cement/PFA/GGBS/Silica Silos: Dust collectors shall be installed at the silos and silos shall be equipped with high level alarms to warn of over filling. Seating of pressure relief valves of all silos shall be checked at least once a week. Dust accumulated shall be properly handled. • During unloading of cement/PFA/GGBS/silica fume from tankers to the relevant silos via the pneumatic system, dust-laden air will be vented to the dust collector, in order to abate the dust emissions and comply with the BPM3/2(16) limit. • Receiving hoppers: During unloading of materials, the receiving hoppers shall be enclosed on three sides up to 3m above the unloading point. In no case shall these hoppers be used for material storage. Water spraying device shall be operated during the unloading of aggregate/crushed fines/sand. • Concrete Mixer: The enclosure of the mixing plant to minimise dust emissions. • Conveyors: Fully enclosed. • Mixer trucks: Closure device shall be provided for preventing spillage of concrete. • Access roads: Shall be paved and adequately wetted.

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	• Site Exit: Shall be provided with wheel washing facilities.
Noise	During Construction Phase: • Whole CBP Site: Quality PME and quiet construction method should be adopted if possible. • Whole CBP Site: The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented. • Whole CBP Site: Noisy equipment and noisy activities should be located as far away from the NSRs as is practical. • PME: PME should be kept to a minimum and the parallel use of noisy equipment/ machinery should be avoided. • PME: Use noise barriers or enclosure for the PME if appropriate. • PME: Implement good house-keeping and provide regular maintenance to the PME. • Spot check resultant noise levels at nearby NSRs. During Operation Phase: • Concrete Mixer (concrete collecting activities): The semi-enclosure for the concrete mixing plant shall be with acoustic panels with an overall Noise Reduction (NR) of at least 10 dB(A). • Conveyor: The entire conveyor except the opening for aggregates unloading shall be provided with a noise enclosure with an overall NR of at least 10 dB(A). • Air compressor, water/ admixture pump, filter fan (mixing unit) and filter fan (silo): These equipment should be located inside the semi-enclosed concrete mixing plant and openings of the enclosure (minimum surface density of 10kg/m^2) shall be properly sealed to minimise noise leakage. • Site Boundary: The proposed 4m barrier (minimum surface density of 10kg/m^2) at the site boundary to screen the vehicle movement noise.
Waste Management	During Construction Phase: • The opportunities for on-site reuse of inert C&D materials will be considered. • The surplus inert C&D material will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137. • About 800 tonnes non-inert C&D Materials i.e. metal wastes will be recycled by recycler. • For other types of building wastes, the opportunities for on-site reuse of non-inert C&D materials will be considered. • The surplus non-inert C&D material will be disposed of at NENT landfill. • About 2.9 tonnes General Refuse will be recycled by recyclers. • About 11.1 tonnes General Refuse will be disposed of at NWNTRTS. • Less than 1 tonnes of chemical wastes including waste batteries, lubricating oil and waste paint will be collected by licenced chemical waste collector and treated in the CWTC.

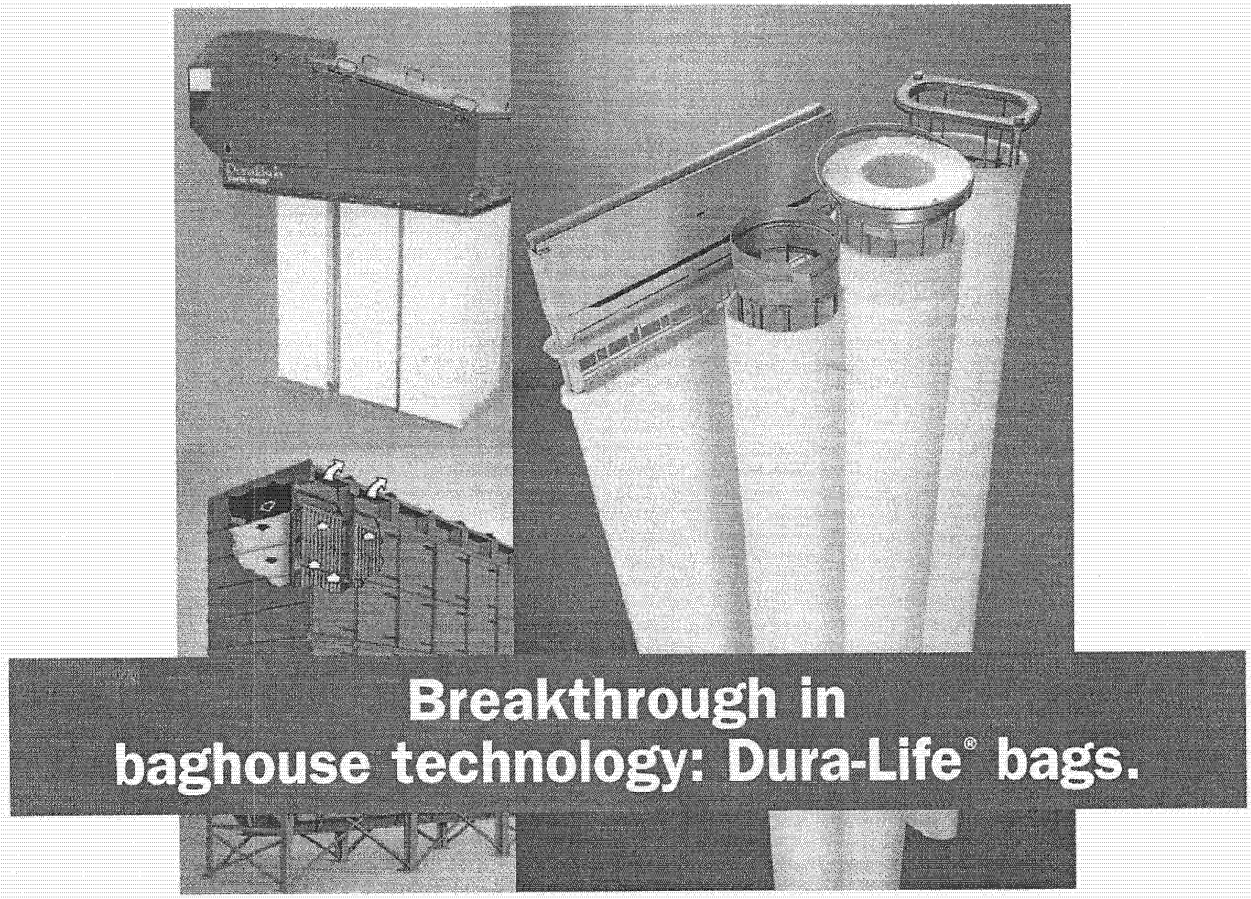
ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	During Operation Phase: • About 3.4 tonnes of industrial waste will be recycled by recyclers per year, while about 8.4 tonnes will be disposed of at NWNTRTS per year. • All cementitious cake generated will be reused at Public Fill Reception Facilities. • Less than 1 tonnes of chemical wastes including waste batteries and lubricating oil, etc., will be collected by the licensed chemical waste collector and treated in the CWTC per year.

Water	During Demolition and Construction Phases:
	• The demolition and construction contractors shall follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 1/94 for construction site drainage:
	• Follow the good engineering practice as specified in EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract.
	• Portable toilets should be provided for construction workers. These will be supplied, maintained and emptied (at a sewage treatment facility) by a specialist contractor.
	
	During Operation Phase:
	• Wastewater generated from sprinklers and wheel washing facilities will be collected and diverted to the sedimentation tank for silt removal
	• Sewage generated during the operation phase will be stored in a temporary sewage storage tank connected to container toilets for offsite disposal.
	• A contingency plan should be prepared by the Applicant to state the details of action in case of emergency, such as tank leakage and overflow
	  ○ In case of emergency, site staff shall check the impact on the hydraulic condition and performance of the wastewater treatment facilities.
	  ○ In case of power failure, plant staff should provide emergency generators or alternative power supply to the wastewater treatment facilities.
	  ○ In case of fire outbreak, plant staff should check and isolate the power supply to the equipment on fire and fight the fire under safe condition. If the fire cannot be controlled, plant staff should dial 999 or the local Fire Station.
	  ○ In case of wastewater overflow or pipe leakage, site staff should arrange diversion of park of the influent to standby tanks.
	• silt/sand traps should be provided for the drainage systems to trap debris/oil before discharge

8.1.23 Overall, this EA Report has concluded that the proposed CBP <u>will not</u> result in any unacceptable environmental impacts during the construction, demolition or operation phases, provided that recommended mitigation measures are implemented and good site practices are adopted.

Appendix A PRODUCT CATALOGUE OF DUST COLLECTORS TO BE ADOPTED

Donaldson.
FILTRATION SOLUTIONS



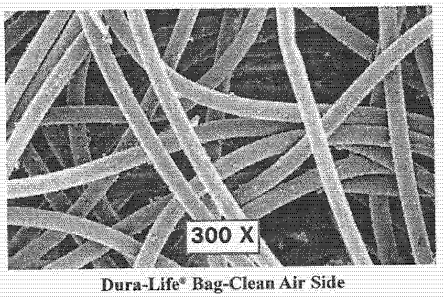
▶ **Dura-Life® bags are standard on Donaldson Torit® DCE® bag collectors and available as replacement for all brands of baghouse collectors.**

Dura-Life® : The filter which

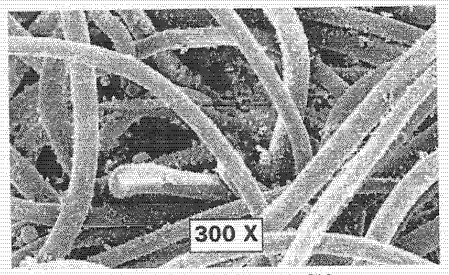
Dura-Life® – A breakthrough for bag users.

▶ Polyester bags are woven with a needling process that creates larger pores where dust can embed into the fabric, inhibiting cleaning and reducing bag life. Dura-Life bags are engineered with a unique hydro-entanglement process that uses water to blend the fibres, resulting in:

- More uniform material with smaller pore size
- Better surface loading of dust that prevents penetration deep into media
- Improved pulse cleaning and lower pressure drops
- Bags with longer life and greater value



Dura-Life® Bag-Clean Air Side



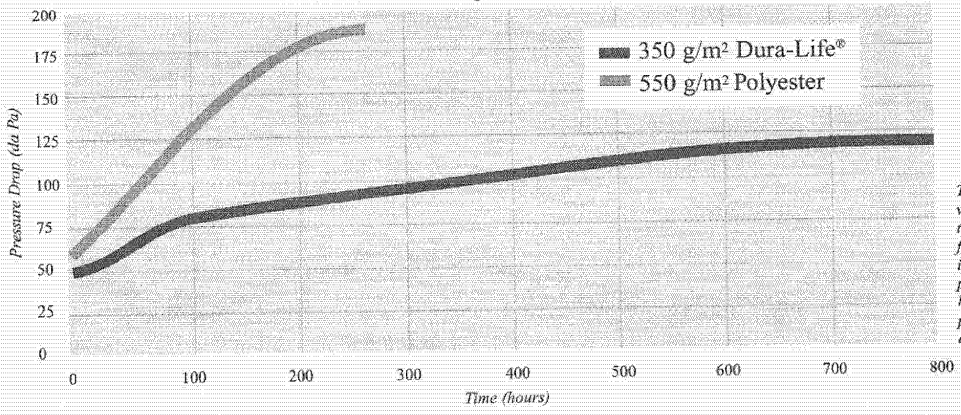
Polyester Bag-Clean Air Side

These photos were taken with a scanning electron microscope of bag media within a collector that was filtering fly ash. The bags were removed after 2.700 hours of use. Air-to-media ratio was 1.4 m /min. Pressure drop was 152 da Pa on polyester bags and 51 da Pa on Dura-Life®.

Dura-Life® bags last 2-3 times longer than standard polyester.

▶ Pressure drop increases at a faster rate with polyester bags due to dust embedding in the media, shortening bag life and forcing more frequent bag changes. Dura-Life bags, with surface loading of dust, better pulse cleaning and a lower pressure drop, perform far longer than polyester bags.

Better Surface Loading Results in Longer Bag Life



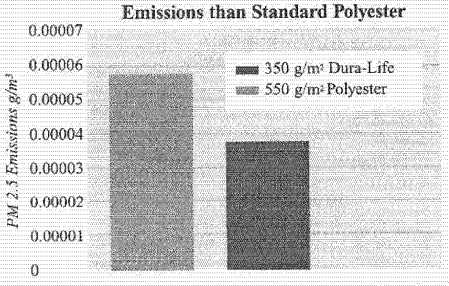
These results were derived in accelerated lab tests, which correlate to field tests results, showing that Dura-Life® will provide 2-3 times more life than standard 550 g/m² polyester bags in most applications.

lasts 2 to 3 times longer.

Dura-Life®
provides 30% fewer emissions.

Dura-Life bags have been shown to produce lower emissions than the 550g/m² polyester material used in most standard bags. Dura-Life media is more efficient at capturing dust, even 2.5 micron or smaller particles, reducing the amount of dust that escapes into the air. This helps to keep the workplace and environment cleaner. Dura-Life media has been tested and received EPA PM 2.5 performance verification from the Environmental Technology Verification (ETV) Program via ASTM D 6830-02.

Dura-Life® Media Provides Lower Emissions than Standard Polyester



These flat sheet results are based on independent lab tests accomplished 2001 using ASTM D 6830-02 EPA PM 2.5 performance verification from the Environmental Technology Verification (ETV) Program comparing Dura-Life media from PGI vs. standard 550 g/m² polyester.

Dura-Life® bags are the clear choice for savings.

With Dura-Life, there are fewer bag changes, resulting in labour and replacement bag savings and less production downtime. Unique Dura-Life technology traps dust on the surface of the bag, allowing dust to be easily pulsed off during cleaning resulting in lower pressure drop and annual energy savings.

Labour and Bag Cost Savings Due to Fewer Bag Changes

Number of Dura-Life Bags	Maintenance & Bag Cost Savings
500	€ 4.195,–
400	€ 3.355,–
300	€ 2.517,–
200	€ 1.678,–
100	€ 839,–
60	€ 504,–
30	€ 252,–

Labour & Bag Cost Savings of 4.195,– € or more per Dura-Life change-out

These calculations are based on the following assumptions: standard polyester bags are replaced annually, Dura-Life® bags provide twice the life of standard polyester bags, time-and-a-half labour rate equals 55,–€/hr including benefits, and a three-person crew can replace 40 bags/h. Labour and bag cost savings can further increase with larger collectors.

Annual Energy Savings of 5.040,– € or more

Annual Energy Savings Due to Reduced Pressure Drop

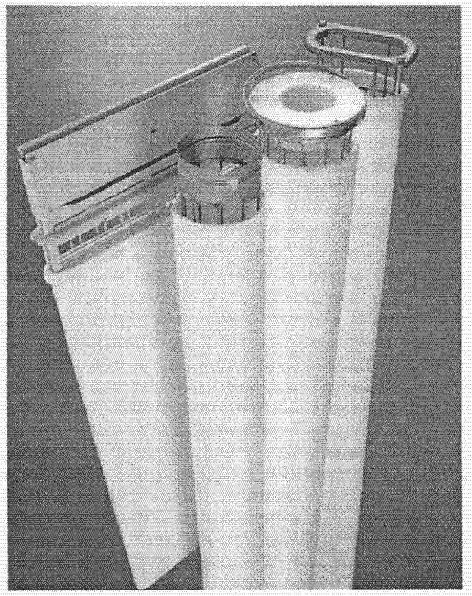
	Standard Polyester Bags	Dura-Life Bags
Filter Bags	500	500
da Pa	125	75
m³/h	97.000	97.000
Motor KW	90	90
Consumed KW *	45	27
Annual Energy Use	€ 12.600,–	€ 7.560,–

** Consumed KW to overcome the operating Delta P*

This is one example; energy savings can further increase with larger collectors. These energy savings are calculated based on the following assumptions: Baghouse collector runs 2 shifts per day, 5 days a week (4.000 hours per year) and energy costs are 7 cents/Euro per kilowatt hour.

Breakthrough in baghouse technology: Dura-Life® bags.

- Advanced hydroentanglement technology extends bag life
- Maintenance costs are reduced with longer bag life
- Energy savings result from lower pressure drop
- Smaller particles are captured with greater efficiency
- 99.9% efficiency helps provide a cleaner, safer environment



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Appendix B LETTER FROM EPD ON SP LICENCE INFORMATION

本署檔號 ( ) in EP/RN/433317
OUR REF:
來函檔號
YOUR REF:
電 話 2158 5832
TEL. NO. :
圖文傳真 2685 1133
FAX NO :
電子郵件
E-MAIL:
網 址
HOMEPAGE: http://www.epd.gov.hk

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F., Shatin Government Office,
1 Sheung Wo Che Road,
Sha Tin, New Territories,
Hong Kong.

環境保護署
環保法規管理科
區域辦事處(北)
香港新界沙田
上禾輋路一號
沙田政府合署 10 樓

By Email Only

17 July 2020

SMEC Asia Limited
27/F, Ford Glory Plaza
37-39 Wing Hong Street
Cheung Sha Wan, Kowloon
Hong Kong

(Attn.: Mr. Anthony WONG, Technical Director – Water & Environment)

Dear Sir,

S16 Planning Application for Temporary Use in Ping Che, New Territories
Request for Reviewing the Existing Specified Process (SP) Licence Register, Block Plans, Schematic Diagram and Air Pollution Control Plans (APCPs) in Ping Che

I refer to your letter dated 15 July 2020 requesting for information of SP Licence for your environmental assessment for the captioned planning application.

Please be informed that we have no records of specified processes with chimney at the concerned assessment area. Please note that a register of Specified Processes Licence under the Air Pollution Control Ordinance is open for inspection by the public during normal office hours in the department. The register contains prescribed particulars such as registered name, location, etc. If you would like to inspect this register, you may approach our regional offices.

While we have made a reasonable effort to ensure the completeness and accuracy of the information provided, you should comprehend that the information is provided as is and EPD is not responsible or liable for any claim, loss or damage resulting from the use of this information.

Should you have any queries, please contact the undersigned at 2158 5832.

Yours faithfully,

(Karen HUI)
Environmental Protection Officer
Regional Office (North)
for Director of Environmental Protection

Appendix C ASSUMPTIONS OF LANDUSE CHARACTERISTICS PARAMETERS FOR AERMET

1. Surface Roughness – 1 km around the Project Site

- Surface roughness length should be estimated based on an inverse-distance weighted geometric mean for a default upwind distance of 1 kilometre relative to the measurement site and the sector widths are at least 30 degrees as recommended in AERMOD Implementation Guide. The 1 kilometre domain around the site are as follows:

Surface Roughness Calculation

Sectors	Characteristics	Types	Input ID	Angle Start (degree)	Angle End (degree)	Area Fraction within each sector	Area of each sector (km^2)	Distance (km)	Weighting, w (Fraction / Distance) for each sector	Surface Roughness, S(m) in each sub-sector	Inverse distance weighted geometric mean Surface Roughness, Sz (m) of each sector
1	Factories, workshops, storage yard, villiage houses and deciduous forest	Deciduous Forest	1A	0	30	0.13	0.033	0.200	0.6	1.0333	1.015
		Factories, workshops, storage yard and villiage houses	1B			0.63	0.164	0.600	1.0	1.0000	
		Deciduous Forest	1C			0.25	0.065	0.850	0.3	1.0333	
2	Cultivated Land and Deciduous Forest	Cultivated Land	2A	30	90	0.40	0.21	0.350	1.1	0.0933	0.262
		Deciduous Forest	2B			0.60	0.31	0.700	0.9	1.0333	
3	Factories, workshops, storage yard, villiage houses and deciduous forest	Factories, workshops, storage yard and villiage houses	3A	90	210	0.70	0.73	0.500	1.4	1	1.0079
		Deciduous Forest	3B			0.15	0.16	0.550	0.3	1.0333	
		Deciduous Forest	3C			0.15	0.16	0.900	0.2	1.0333	
4	Factories, workshops, storage yard, villiage houses, cultivated and and deciduous forest	Deciduous Forest	4A	210	255	0.05	0.020	0.25	0.2	1.0333	0.5878
		Factories, workshops, storage yard and villiage house	4B			0.35	0.137	0.5	0.7	1.0000	
		Factories, workshops, storage yard and villiage house	4C			0.15	0.059	0.8	0.2	1.0000	
		Cultivated Land	4D			0.15	0.059	0.8	0.2	0.0933	
		Deciduous Forest	4E			0.15	0.059	0.8	0.2	1.0333	
		Cultivated Land	4F			0.15	0.059	0.8	0.2	0.0933	
5	Factories, workshops, storage yard and villiage houses	Factories, workshops, storage yard and villiage houses	5	255	285	1.00	0.262	0.50	2.0	1.0000	1.000

Surface Roughness Calculation

Sectors	Characteristics	Types	Input ID	Angle Start (degree)	Angle End (degree)	Area Fraction within each sector	Area of each sector (km^2)	Distance (km)	Weighting, w (Fraction / Distance) for each sector	Surface Roughness, S(m) in each sub-sector	Inverse distance weighted geometric mean Surface Roughness, Sz (m) of each sector
6	Factories, workshops, storage yard, villiage houses, cultivated and and deciduous forest	Deciduous Forest	6A	285	320	0.23	0.070	0.35	0.7	1.0333	0.571
		Cultivated Land	6B			0.26	0.079	0.6	0.4	0.0933	
		Factories, workshops, storage yard and villiage houses	6C			0.20	0.061	0.75	0.3	1	
		Deciduous Forest	6D			0.31	0.095	0.75	0.4	1.0333	
7	Deciduous Forest	Deciduous Forest	7	320	360	1.00	0.349	0.5	2.0	1.0333	1.033

Note:

1. If 100% fraction of the land is grouped into only one type of land, surface roughness of the sector is assumed to be 10% of the average building height of the sector.
2. If the sector are classified into different types of land, surface roughness of the sector will be estimated using the inverse-distance geometric mean surface roughness length Sz, and its equation is as follows:

   Inverse-distance weighted geometric mean surface roughness

   $Sz = [(S_1)^{W1} x (S_2)^{W2} x (S_3)^{W3} x \ldots x (S_n)^{Wn}]^{(1/w\_total)}$
3. Surface roughness of cultivated land makes reference to average value of surface roughness length in cultivated land in Table 4-3 of AERMET User's Guide.
4. The surface roughness to be inputted in the Upper Air - Mixing Height Estimation use the inverse-distance weighted geometric mean surface roughness length , which is based on the same equation as mentioned in Note 2 above.

USEPA AERMET User's Guide - Table 4-3: Surface Roughness Length (m) by land use and season

	Spring	Summer	Autumn	Winter	Average
Water (fresh an	0.0001	0.0001	0.0001	0.0001	0.0001
Deciduous Fore	1	1.3	0.8	0.5	1.0333
Coniferous Fore	1.3	1.3	1.3	1.3	1.3
Swamp	0.2	0.2	0.2	0.05	0.2
Cultivated Land	0.03	0.2	0.05	0.01	0.0933
Grassland	0.05	0.1	0.01	0.001	0.0533
Urban	1	1	1	1	1
Desert Shrublan	0.3	0.3	0.3	0.15	0.3

Note:

1. Arithmetic mean for default surface roughness values in spring, summer and autumn is adopted for each land use.

2. Albedo and Bowen Ratio - 10km x 10km region centred on the project site

- Albedo was estimated based on a simple unweighted geometric mean (i.e., no direction or distance dependency) for a representative domain, with a default domain defined by a 10km by 10km region relative to the measurement site.
- Bowen Ratio was estimated based on a simple unweighted arithmetic mean (i.e., no direction or distance dependency) for a representative domain, with a default domain defined by a 10km by 10km region relative to the measurement site.

Legend

- Urban
- Deciduous Forest
- Water (Fresh and Sea)

Albedo and Bowen Ratio Area Fraction:

Sectors	Characteristics	Land Use Type	Approximate Area (km^2)	Fraction of Area with the domain 10km x 10km	Bowen Ratio (b) of individual area	Bowen Ratio for Upper Air Mixing Height Estimation [1]	Albedo of individual area (a)	Albedo for Upper Air Mixing Height Estimation [2]
1	Sea	Water (fresh and sea)	1	0.005	0.10	0.917	0.12	0.134
2	Hill with trees	Deciduous Forest	63	0.635	0.67		0.12	
3	Urban areas	Urban	36	0.360	1.67		0.16	
	Total							

Note:

1.The bowen ratio to be inputted in the Upper Air - Mixing Height Estimation will use the simple unweighted geometric mean (no direction and distance dependent).

$B = [(b_1)x(b_2)x...x(b_n)]^{(1/n)}$

2. The albedo to be inputted in the Upper Air - Mixing Height Estimation will use the simple unweighted arimetic mean (no direction and distance dependent).

$A = (a_1 + a_2 + ...+a_n)/n$

Bowen Ratio (With reference to Table 4-2b of USEPA's "User's Guide for the AERMET" of Average Moisture Conditions)

	Land-Use	Spring	Summer	Autumn	Winter	Average
1	Water (fresh and sea	0.1	0.1	0.1	1.5	0.10
2	Deciduous Forest	0.7	0.3	1	1.5	0.67
3	Coniferous Forest	0.7	0.3	0.8	1.5	0.60
4	Swamp	0.1	0.1	0.1	1.5	0.10
5	Cultivated Land	0.3	0.5	0.7	1.5	0.50
6	Grassland	0.4	0.8	1	1.5	0.73
7	Urban	1	2	2	1.5	1.67
8	Desert Shrubland	3	4	6	6	4.33

Note: Values for Winter is not used as winter conditions apply only to snowed-covered surfaces and subfreezing temperatures, which is not suitable in Hong Kong Winter condition.

Albedo (With reference to Table 4-1, USEPA's "User's Guide for the AERMET")

	Land-Use	Spring	Summer	Autumn	Winter	Average
1	Water (fresh and sea	0.12	0.1	0.14	0.2	0.12
2	Deciduous Forest	0.12	0.12	0.12	0.5	0.12
3	Coniferous Forest	0.12	0.12	0.12	0.35	0.12
4	Swamp	0.12	0.14	0.16	0.3	0.14
5	Cultivated Land	0.14	0.2	0.18	0.6	0.17
6	Grassland	0.18	0.18	0.2	0.6	0.19
7	Urban	0.14	0.16	0.18	0.35	0.16
8	Desert Shrubland	0.3	0.28	0.28	0.45	0.29

Note: Values for Winter is not used as winter conditions apply only to snowed-covered surfaces and subfreezing temperatures, which is not suitable in Hong Kong Winter condition.

Appendix D CALCULATIONS AND SUMMARY OF EMISSION RATES

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Dust Collectors (DCs)
Method: USEPA AP-42 Table 11.12-1 of Section 11.12 Version 6/06

1. EP1 and EP3 Emissions from Dust Collectors (DC-1 and DC-3) for Cement/PFA/GGBS Silos

Max. Limit at EP1 and EP3

TSP Emission Concentration	=	10	mg/m^3	[Note 1]
RSP Emission Concentration	=	10	mg/m^3	[Note 1]
FSP Emission Concentration	=	10	mg/m^3	[Note 1]
Flow rate of dust collector (DC-1 & DC-3)	=	1,750	m^3/hour	[Note 2]
	=	0.486	m^3/s	
Max. TSP Emission Rate	=	**4.86E-03**	g/s	
Max. RSP Emission Rate	=	**4.86E-03**	g/s	
Max. FSP Emission Rate	=	**4.86E-03**	g/s	
Maximum Cementitious Materials Loading Rate		111	tonnes/hour	[Note 3]
Uncontrolled TSP Emission Factor of Cement supplement unloading to elevated storage Silo (pneumatic)	=	1.57	kg/Mg	[Note 4, 5]
Unmitigated Total TSP Emission Rate	=	174.27	kg/hour	
Flow rate of the Dust Collector (DC-1 & DC-3)	=	1,750	m^3/hour	[Note 2]
Control Efficiency (η%)	=	99.99	%	[Note 2]
Mitigated TSP Emission Rate of Dust Collector	=	0.017427	kg/hour	
	or	17.427	g/hour	
	=	0.0048408	g/s	
	or	10	mg/m^3	

2. EP2 Emissions from Dust Collector (DC-2) for Cement/PFA/GGBS/Silica Fumes Silo

Max. Limit at EP2

TSP Emission Concentration	=	10	mg/m^3	[Note 1]
RSP Emission Concentration	=	10	mg/m^3	[Note 1]
FSP Emission Concentration	=	10	mg/m^3	[Note 1]
Flow rate of dust collector (DC-2)	=	1,750	m^3/hour	[Note 2]
	=	0.486	m^3/s	
Max. TSP Emission Rate	=	**4.86E-03**	g/s	
Max. RSP Emission Rate	=	**4.86E-03**	g/s	
Max. FSP Emission Rate	=	**4.86E-03**	g/s	
Maximum Cementitious Materials Loading Rate	=	111	tonnes/hour	[Note 3]
supplement unloading to elevated storage Silo (pneumatic)	=	1.57	kg/Mg	[Note 4, 5]
Unmitigated Total TSP Emission Rate				
Unmitigated Total TSP Emission Rate	=	174.27	kg/hour	
Flow Rate of the Dust Collector (DC-2)	=	1,750	m3/hour	[Note 2]
Control Efficiency (η%)	=	99.99	%	[Note 2]
Mitigated TSP Emission Rate of Dust Collector	=	0.017427	kg/hour	
	or	17.427	g/hour	
	=	0.0048408	g/s	
	or	10	mg/m^3	

3. EP4 Emissions from Dust Collector (DC-4) for 4m^3 Concrete Mixer

Max. Limit at EP4

TSP Emission Concentration	=	10	mg/m^3	[Note 1]
RSP Emission Concentration	=	10	mg/m^3	[Note 1]
FSP Emission Concentration	=	10	mg/m^3	[Note 1]
Flow rate of the dust collector (DC-4)	=	2,550	m^3/hour	[Note 2]
	=	0.708	m^3/s	
Max. TSP Emission Rate	=	**7.08E-03**	g/s	
Max. RSP Emission Rate	=	**7.08E-03**	g/s	
Max. FSP Emission Rate	=	**7.08E-03**	g/s	
Maximum Aggregate/Aggregate fines loading rate	=	2500	tonnes/hour	[Note 3]
Maximum Cementitious Materials loading rate	=	865	tonnes/hour	[Note 3]
Uncontrolled TSP Emission Factor of Weigh Hopper Loading	=	0.0026	kg/Mg	[Note 4]
Uncontrolled TSP Emission Factor of Mixer Loading	=	0.286	kg/Mg	[Note 4]
Unmitigated Total TSP Emission Rate	=	253.89	kg/hour	
Flow rate of the Dust Collector (DC-4)	=	2,550	m^3/hour	[Note 2]
Control Efficiency (η%)	=	99.99	%	[Note 2]
Mitigated TSP Emission Rate of Dust Collector	=	0.025389	kg/hour	
	or	25.389	g/hour	
	=	0.0070525	g/s	
	or	10	mg/m^3	

4. EP6 & EP7 Emissions from Dust Collector (DC-5 & DC-6) within the Enclosed Area connecting Aggregate Ground Receiving Hopper to the Concrete Mixer

Max. Limit at EP6 & EP7

TSP Emission Concentration	=	10	mg/m^3	[Note 1]
RSP Emission Concentration	=	10	mg/m^3	[Note 1]
FSP Emission Concentration	=	10	mg/m^3	[Note 1]
Flow rate of the dust collector (DC-5)	=	2,550	m^3/hour	[Note 2]
	=	0.708	m^3/s	
Max. TSP Emission Rate	=	**7.08E-03**	g/s	
Max. RSP Emission Rate	=	**7.08E-03**	g/s	
Max. FSP Emission Rate	=	**7.08E-03**	g/s	
Maximum Aggregate/Aggregate fines loading rate	=	98,000	tonnes/hour	[Note 3]
Uncontrolled TSP Emission Factor of Weigh Hopper Loading	=	0.0026	kg/Mg	[Note 4]
Unmitigated Total TSP Emission Rate	=	254.8	kg/hour	
Flow rate of the Dust Collector (DC-6)	=	2,550	m^3/hour	[Note 2]
Control Efficiency (η%)	=	99.99	%	[Note 2]
Mitigated TSP Emission Rate of Dust Collector	=	0.02548	kg/hour	
	or	25.48	g/hour	
	=	0.0070778	g/s	
	or	10	mg/m^3	

Note:

1. The concentration limit for emission recommended in "*A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process - Cement Works (Concrete Batching Plant)* " (BPM 3/2 (16) published by EPD in February 2016.
2. The flow rates of Dust Collector (DC) are advised by the Applicant.
3. It is the largest amount of material loading rates in silos that will lead to the maximum allowed emission concentration of 10mg/m^3 of TSP.
4. Refer to USEPA AP-42 Table 11.12-1 of Section 11.12 version 6/06.
5. The silos of Cement/PFA/GGBS will be interchangeage, therefore the maximum emission factor among these raw materials are selected (i.e. 1.57 kg/Mg of Cement supplement) as a conservative approach.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Aggregate Ground Receiving Hopper EP5
Method: USEPA AP-42, Section 11.12-1 of Section 11.12 version 6/06

1. Emissions from EP5 Aggregate Ground Receiving Hopper

Maximum aggregate loading rate	=	32000	kg/hr
	=	32	tonnes/hr
Maximum crushed fine loading rate	=	75,000	kg/hr
	=	75	tonnes/hr

Uncontrolled TSP Emission Factor (Aggregate)	=	0.0035	kg/Mg
Uncontrolled RSP Emission Factor (Aggregate)	=	0.0017	kg/Mg
Uncontrolled TSP Emission Factor (Sand/Stone Fine)	=	0.0011	kg/Mg
Uncontrolled RSP Emission Factor (Sand/Stone Fine)	=	0.00051	kg/Mg
Unmitigated Total TSP Emission Rate from Ground Aggregate Receiving Hopper	=	0.1945	kg/hr
Unmitigated Total RSP Emission Rate from rom Ground Aggregate Receiving Hopper	=	0.09265	kg/hr
Unmitigated Total FSP Emission Rate from Ground Aggregate Receiving Hopper	=	0.02918	kg/hr [Note 2]

Mitigation Measures : With three side enclosure + water spraying

Receiving Area	=	34.5	m^2
Control Efficiency	=	90	% [Note 3]
Mitigated TSP Emission Rate	=	0.01945	kg/hr
	=	0.005403	g/s
	=	**1.56E-04**	$g/m^2/s$
Mitigated RSP Emission Rate	=	0.009265	kg/hr
	=	0.002574	g/s
	=	**7.45E-05**	$g/m^2/s$
Mitigated FSP Emission Rate	=	0.00292	kg/hr
	=	0.000810	g/s
	=	**2.35E-05**	$g/m^2/s$

Note
1. The loading rates are advised by the Applicant.
2. The estimated actual emission rates of RSP and FSP, where it is assumed that emission rates of FSP = TSP x 15% in accordance with Page B.2-13, Apendix B2 of AP-42 (ver 9/90)
3. Assume 90% dust removal efficiency with mitigatin measures of three sides enclosed and water spraying. With reference to the Approved EIA report "Road Works at West Kowloon" in 2009, it was assumed 95% dust removal efficiency could be achieved for unloading aggregates to receiving hopper with enclosures on three sides in addition to a top cover and equipped with water spraying system. Without top cover for EP5 hopper of this study, it is estimated that the dust removal efficiency with enclosures on three sides and water spraying would be about 90%.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP8
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k\,(sL)^{0.91}\,(W)^{1.02}$

From Aggregate Trucks
EP8_1 to EP8_4
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	20	veh/hr	[Note 2]
Average Loaded Weight of Dump Truck	=	30	tons	
Average Unladden Weight of Loader	=	7	tons	
Average Truck Weight	=	18.5	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.5	tons	

EP8_1

Distance of paved road travelled	=	35.3	m
Area of paved road travelled	=	105.9	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.009894	g/s
	=	**9.34E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.001899	g/s
	=	**1.79E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000459	g/s
	=	**4.34E-06**	$g/s/m^2$

EP8_2

Distance of paved road travelled	=	41.7	m
Area of paved road travelled	=	125.1	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.011687	g/s
	=	**9.34E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.002243	g/s
	=	**1.79E-05**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000543	g/s
	=	**4.34E-06**	g/s/m^2

EP8_3

Distance of paved road travelled	=	35.7	m
Area of paved road travelled	=	107.1	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.010006	g/s
	=	**9.34E-05**	g/s/m^2
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.001921	g/s
	=	**1.79E-05**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000465	g/s
	=	**4.34E-06**	g/s/m^2

EP8_4

Distance of paved road travelled	=	32.1	m
Area of paved road travelled	=	96.3	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.008997	g/s
	=	**9.34E-05**	g/s/m^2
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.001727	g/s
	=	**1.79E-05**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000418	g/s
	=	**4.34E-06**	g/s/m^2

EP8_5

Distance of paved road travelled	=	16.5	m
Area of paved road travelled	=	49.5	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.004624	g/s
	=	**9.34E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.000888	g/s
	=	**1.79E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000215	g/s
	=	**4.34E-06**	$g/s/m^2$

Note:
1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m^2 (as estimated by Engineer), and 12 watering events per
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP9
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k (sL)^{0.91} (W)^{1.02}$

From Cement/PFA/GGBS Tankers
EP9_1a to EP9_6a
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	4	veh/hr	[Note 2]
Average Loaded Weight of Tanker	=	38	tons	
Average Unladden Weight of Tanker	=	12	tons	
Average Truck Weight	=	25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	25	tons	

EP9_1a

Distance of paved road travelled	=	35.3	m
Area of paved road travelled	=	105.9	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.002690	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000516	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000125	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_2a

Distance of paved road travelled	=	17.1	m
Area of paved road travelled	=	51.3	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.001303	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000250	g/s
	=	**4.88E-06**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000061	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_3a

Distance of paved road travelled	=	31.1	m
Area of paved road travelled	=	93.3	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.002370	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000455	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000110	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_4a

Distance of paved road travelled	=	14.3	m
Area of paved road travelled	=	42.9	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.001090	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000209	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000051	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_5a

Distance of paved road travelled	=	25.9	m
Area of paved road travelled	=	77.7	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.001974	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000379	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000092	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_6a

Distance of paved road travelled	=	12.4	m
Area of paved road travelled	=	37.2	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.000945	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000181	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000044	g/s
	=	**1.18E-06**	$g/s/m^2$

From Admixture Truck
EP9_1b to EP9_6b
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	2	veh/hr	[Note 2]
Average Loaded Weight of Admixture Truck	=	38	tons	
Average Unladden Weight of Loader	=	12.8	tons	
Average Truck Weight	=	25.4	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	25.4	tons	

EP9_1b

Distance of paved road travelled	=	35.3	m
Area of paved road travelled	=	105.9	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.001367	g/s
	=	**1.29E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000262	g/s
	=	**2.48E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000063	g/s
	=	**5.99E-07**	$g/s/m^2$

EP9_2b

Distance of paved road travelled	=	17.1	m
Area of paved road travelled	=	51.3	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.000662	g/s
	=	**1.29E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000127	g/s
	=	**2.48E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000031	g/s
	=	**5.99E-07**	$g/s/m^2$

EP9_3b

Distance of paved road travelled	=	31.1	m
Area of paved road travelled	=	93.3	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.001204	g/s
	=	**1.29E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000231	g/s
	=	**2.48E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000056	g/s
	=	**5.99E-07**	$g/s/m^2$

EP9_4b

Distance of paved road travelled	=	14.3	m
Area of paved road travelled	=	42.9	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.000554	g/s
	=	**1.29E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000106	g/s
	=	**2.48E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000026	g/s
	=	**5.99E-07**	$g/s/m^2$

EP9_5b

Distance of paved road travelled	=	25.9	m
Area of paved road travelled	=	77.7	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.001003	g/s
	=	**1.29E-05**	$g/s/m^2$

RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000193	g/s
	=	**2.48E-06**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000047	g/s
	=	**5.99E-07**	**g/s/m^2**

EP9_6b

Distance of paved road travelled	=	12.4	m
Area of paved road travelled	=	37.2	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.000480	g/s
	=	**1.29E-05**	g/s/m^2
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000092	g/s
	=	**2.48E-06**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000022	g/s
	=	**5.99E-07**	g/s/m^2

Total Emissions for EP9_1 to EP9_6:

EP9_1:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05**	g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06**	g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06**	g/s/m^2

EP9_2:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05**	g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06**	g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06**	g/s/m^2

EP9_3:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05**	g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06**	g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06**	g/s/m^2

EP9_4:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05**	g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06**	g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06**	g/s/m^2

EP9_5:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05** g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06** g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06** g/s/m^2

EP9_6:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05** g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06** g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06** g/s/m^2

Note:
1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m^2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP10
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k (sL)^{0.91} (W)^{1.02}$

From Concrete Truck
EP10_1 to EP10_6
Mitigation measures: water spraying and wheel washing

Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	30	veh/hr	[Note 2]
Average Loaded Weight of Concrete Truck	=	30	tons	
Average Unladden Weight of Truck	=	12	tons	
Average Truck Weight	=	21	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	21	tons	

EP10_1

Distance of paved road travelled	=	35.3	m
Area of paved road travelled	=	105.9	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.016889	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00324177	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00078430	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_2

Distance of paved road travelled	=	17.1	m
Area of paved road travelled	=	51.3	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.008181	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00157037	g/s
	=	**3.06E-05**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00037993	g/s
	=	**7.41E-06**	g/s/m^2

EP10_3

Distance of paved road travelled	=	31.1	m
Area of paved road travelled	=	93.3	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.014879	g/s
	=	**1.59E-04**	g/s/m^2
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00285606	g/s
	=	**3.06E-05**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00069098	g/s
	=	**7.41E-06**	g/s/m^2

EP10_4

Distance of paved road travelled	=	20.9	m
Area of paved road travelled	=	62.7	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.009999	g/s
	=	**1.59E-04**	g/s/m^2
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00191935	g/s
	=	**3.06E-05**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00046436	g/s
	=	**7.41E-06**	g/s/m^2

EP10_5

Distance of paved road travelled	=	21	m
Area of paved road travelled	=	63	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.010047	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00192853	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00046658	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_6

Distance of paved road travelled	=	13.4	m
Area of paved road travelled	=	40.2	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.006411	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00123059	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00029772	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_7

Distance of paved road travelled	=	13.7	m
Area of paved road travelled	=	41.1	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.006554	g/s
	=	**1.59E-04**	$g/s/m^2$

RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00125814	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00030439	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_8

Distance of paved road travelled	=	13.7	m
Area of paved road travelled	=	41.1	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.006554	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00125814	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00030439	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_9

Distance of paved road travelled	=	12.4	m
Area of paved road travelled	=	37.2	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.005933	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.000092	g/m/s
	=	0.001139	g/s
	=	**3.06E-05**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00027550	g/s
	=	**7.41E-06**	$g/s/m^2$

Note:
1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m^2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP11
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k (sL)^{0.91} (W)^{1.02}$

From Aggregate Truck
EP11_1 to EP11_3
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	4	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	30	tons	
Average Unladden Weight of Aggregate Truck	=	7	tons	
Average Aggregate Truck Weight	=	18.5	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.5	tons	

EP11_1

Distance of paved road travelled	=	14.1	m
Area of paved road travelled	=	42.3	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	0.20180	g/m/hr
	=	0.000056	g/m/s
	=	0.000790	g/s
	=	**1.87E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.038735	g/m/hr
	=	0.00001076	g/m/s
	=	0.00015171	g/s
	=	**3.59E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.00937	g/m/hr
	=	0.00000260	g/m/s
	=	0.00003670	g/s
	=	**8.68E-07**	$g/s/m^2$

EP11_2

Distance of paved road travelled	=	13.9	m
Area of paved road travelled	=	41.7	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	0.20180	g/m/hr
	=	0.000056	g/m/s
	=	0.000779	g/s
	=	**1.87E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.038735	g/m/hr
	=	0.00001076	g/m/s
	=	0.00014956	g/s
	=	**3.59E-06**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.00937	g/m/hr
	=	0.00000260	g/m/s
	=	0.00003618	g/s
	=	**8.68E-07**	$g/s/m^2$

EP11_3

Distance of paved road travelled	=	13.4	m
Area of paved road travelled	=	40.2	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	0.20180	g/m/hr
	=	0.000056	g/m/s
	=	0.000751	g/s
	=	**1.87E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.038735	g/m/hr
	=	0.00001076	g/m/s
	=	0.00014418	g/s
	=	**3.59E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.00937	g/m/hr
	=	0.00000260	g/m/s
	=	0.00003488	g/s
	=	**8.68E-07**	$g/s/m^2$

Note:
1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m^2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP12
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k (sL)^{0.91} (W)^{1.02}$

From Loaders EP12_1 to EP12_3

EP12_1
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	10	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	20	tons	
Average Unladden Weight of Aggregate Truck	=	16.5	tons	
Average Aggregate Truck Weight	=	18.25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.25	tons	
Distance of paved road travelled	=	33	m	
Area of paved road travelled	=	99	m^2	
TSP Emission Factor of paved road	=	599.44	g/VKT	
TSP Emission Factor (Controlled) of paved road	=	49.75	g/VKT	
	=	0.04975	g/veh/m	
	=	0.49754	g/m/hr	
	=	0.000138	g/m/s	
	=	0.004561	g/s	
	=	**4.61E-05**	$g/s/m^2$	
RSP Emission Factor (uncontrolled) of paved road	=	115.06	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.550	g/VKT	
	=	0.009550	g/veh/m	
	=	0.095502	g/m/hr	
	=	0.00002653	g/m/s	
	=	0.00087544	g/s	
	=	**8.84E-06**	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	27.83776	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.31053	g/VKT	
	=	0.00231	g/veh/m	
	=	0.02311	g/m/hr	
	=	0.00000642	g/m/s	
	=	0.00021180	g/s	
	=	**2.14E-06**	$g/s/m^2$	

EP12_2
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	44	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	20	tons	
Average Unladden Weight of Aggregate Truck	=	16.5	tons	
Average Aggregate Truck Weight	=	18.25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.25	tons	

Distance of paved road travelled	=	26.2	m	
Area of paved road travelled	=	78.6	m^2	
TSP Emission Factor of paved road	=	599.44	g/VKT	
TSP Emission Factor (Controlled) of paved road	=	49.75	g/VKT	
	=	0.04975	g/veh/m	
	=	2.18915	g/m/hr	
	=	0.000608	g/m/s	
	=	0.015932	g/s	
	=	**2.03E-04**	$g/s/m^2$	
RSP Emission Factor (uncontrolled) of paved road	=	115.06	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.550	g/VKT	
	=	0.009550	g/veh/m	
	=	0.420209	g/m/hr	
	=	0.00011672	g/m/s	
	=	0.00305819	g/s	
	=	**3.89E-05**	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	27.83776	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.31053	g/VKT	
	=	0.00231	g/veh/m	
	=	0.10166	g/m/hr	
	=	0.00002824	g/m/s	
	=	0.00073988	g/s	
	=	**9.41E-06**	$g/s/m^2$	

EP12_3

Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	10	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	20	tons	
Average Unladden Weight of Aggregate Truck	=	16.5	tons	
Average Aggregate Truck Weight	=	18.25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.25	tons	
Distance of paved road travelled	=	26.5	m	
Area of paved road travelled	=	79.5	m^2	
TSP Emission Factor of paved road	=	599.44	g/VKT	
TSP Emission Factor (Controlled) of paved road	=	49.75	g/VKT	
	=	0.04975	g/veh/m	
	=	0.49754	g/m/hr	
	=	0.000138	g/m/s	
	=	0.003662	g/s	
	=	**4.61E-05**	$g/s/m^2$	
RSP Emission Factor (uncontrolled) of paved road	=	115.06	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.550	g/VKT	
	=	0.009550	g/veh/m	
	=	0.095502	g/m/hr	
	=	0.00002653	g/m/s	
	=	0.00070300	g/s	
	=	**8.84E-06**	$g/s/m^2$	

FSP Emission Factor (uncontrolled) of paved road	=	27.83776	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.31053	g/VKT
	=	0.00231	g/veh/m
	=	0.02311	g/m/hr
	=	0.00000642	g/m/s
	=	0.00017008	g/s
	=	**2.14E-06**	$g/s/m^2$

Note:

1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

Calculation of Dust Removal Efficiency with different Watering Interval Time
EP8 - EP12 Paved Roads

The Removal efficiency is estimated based on Equation 3-2 of USEPA's "Control of Open Fugitive Dust Sources" (EPA-45/3-88-008)

	C	=100-(0.8*p*d*t)/i
Where	C	average control efficiency, in present
	p	potential average hourly daytime evaporation rate, in mm/h
	d	average hourly daytime traffic rate in vehicles per hour
	i	application intensity in liter/sqm
	t	time between application in h

According to "The Year's Weather - 2017" issued by Hong Kong Observatory,

the total evaporation recorded in Hong Kong is		1227.3 mm	
p	0.31407	mm/h	(0.0065*annual evaporation in inches)
d	56	per hours	Peak hourly traffic as estimated by Engineer at an active construction site
i	3.4	L/m^2	Minimum Application intensity and that requirement would be stated in the tender document

Times of Watering per day (24hrs)	Average control efficiency (%)
6	83.4
8	87.6
12	91.7
24	95.9

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Transfer Points in Stockpiling Areas (Emergency use only)
Method: USEPA AP-42, Section 13.2.4.3

EP13_1 - EP13_3 Emissions from Aggregate Storage

TSP, RSP and FSP Emission Factor, $E = k\ (0.0016)\ (U/2.2)^{1.3} / (M/2)^{1.4}$

where

k	=	particle size multiplier	=	0.74	(for TSP)	
	=	particle size multiplier	=	0.35	(for RSP)	
	=	particle size multiplier	=	0.053	(for FSP)	
U	=	mean wind speed	=	2.63	m/s	(Note 1)

EP13_1 Aggregate Storage

Aggregate Import Rate	=	450	tonnes/day	(Note 2)
Aggregate Import Rate	=	45,000	kg/h	(Note 3)
	or	45	Mg/h	
Moisture Content	=	4.8	%	(Note 4)
Area	=	112	m^2	
TSP Emission Factor, E	=	0.00044	kg/Mg	
TSP Emission Rate	=	0.01973	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
TSP Emission Rate	=	0.00197	kg/h	
	or	5.47973E-04	g/s	
	=	**4.89E-06**	$g/m^2/s$	
RSP Emission Factor, E	=	0.00021	kg/Mg	
RSP Emission Rate	=	0.009	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
RSP Emission Rate	=	0.00093	kg/h	
	or	2.59176E-04	g/s	
	=	**2.31E-06**	$g/m^2/s$	
FSP Emission Factor, E	=	0.00003140	kg/Mg	
FSP Emission Rate	=	0.00141288	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
FSP Emission Rate	=	0.000141	kg/h	
	or	**3.92E-05**	g/s	
	=	**3.50E-07**	$g/m^2/s$	

EP13_2 Aggregate Storage

Aggregate Import Rate	=	450	tonnes/day	(Note 2)
Aggregate Import Rate	=	45,000	kg/h	(Note 3)
	or	45	Mg/h	
Moisture Content	=	4.8	%	(Note 4)
Area	=	104	m^2	
TSP Emission Factor, E	=	0.00044	kg/Mg	
TSP Emission Rate	=	0.01973	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
TSP Emission Rate	=	0.00197	kg/h	
	or	**5.48E-04**	g/s	
	=	**5.27E-06**	$g/m^2/s$	
RSP Emission Factor, E	=	0.00021	kg/Mg	
RSP Emission Rate	=	0.009	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
RSP Emission Rate	=	0.00093	kg/h	
	or	**2.59E-04**	g/s	
	=	**2.49E-06**	$g/m^2/s$	
FSP Emission Factor, E	=	0.00003140	kg/Mg	
FSP Emission Rate	=	0.00141288	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
FSP Emission Rate	=	0.000141	kg/h	
	or	**3.92E-05**	g/s	
	=	**3.77E-07**	$g/m^2/s$	

EP13_3 Aggregate Storage

Aggregate Import Rate	=	410	tonnes/day	(Note 2)
Aggregate Import Rate	=	41,000	kg/h	(Note 3)
	or	41	Mg/h	
Moisture Content	=	4.8	%	(Note 4)
Area	=	104	m^2	
TSP Emission Factor, E	=	0.00044	kg/Mg	
TSP Emission Rate	=	0.01797	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
TSP Emission Rate	=	0.00180	kg/h	
	or	**4.99E-04**	g/s	
	=	**4.80E-06**	$g/m^2/s$	
RSP Emission Factor, E	=	0.00021	kg/Mg	
RSP Emission Rate	=	0.009	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
RSP Emission Rate	=	0.00085	kg/h	
	or	**2.36E-04**	g/s	
	=	**2.27E-06**	$g/m^2/s$	
FSP Emission Factor, E	=	0.00003140	kg/Mg	
FSP Emission Rate	=	0.00128729	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
FSP Emission Rate	=	0.000129	kg/h	
	or	**3.58E-05**	g/s	
	=	**3.44E-07**	$g/m^2/s$	

Note:

1. The average wind speed is estimated based on the annual average of hourly wind speed extracted from Grid (39,56) of PATH-2016, where is the PATH grid that EP13_1 - EP13_3 are located.
2. The material loading rates are advised by the Applicant.
3. During emergency use, the operation hours of the loading and unloading activites in these Aggregate Storage will only last for 10 hours a day.
4. As there is a water spraying system in each transfer point, hence the moisture content for coal of 4.8% is chosen which is commonly adopted in other approved SPL applications and in other approved EIA studies. Also, the moisture content of the aggregates will be kept high as mitigation measures such as watering will be provided, therefore 4.8% of moisture content is considered appropriate.

Emission Summary for the Proposed CBP

No.	EP ID	Descriptions	Source Type	Fugitive/ Non-fugitive	X	Y	X-Width	Y-Length	Ground mPD	Height (mAG)	Angle	Exhaust Gas Flowrate (m^3/h)	Diameter (m)	Exit Temperature (K)	Exit Velocity (m/s)	Emission Limit (mg/m^3)	RSP			FSP			Working hour
																	Emission Rates (g/s)	Emission Rates (kg/hour)	Emission Rates ($g/m^2/s$)	Emission Rates (g/s)	Emission Rates (kg/hour)	Emission Rates ($g/m^2/s$)	
1	EP1	Dust Collector (DC-1) of Cement/PFA/GGBS 200T Silo	Point	Non-fugitive	834667.3	843338.2	0.15	0.27	18.2	13	N/A	1750	0.22708	293.15	12.00	10	0.004861	0.017500	N/A	0.004861	0.017500	N/A	07:00 to 23:00
2	EP2	Dust Collector (DC-2) of Cement/PFA/GGBS 100T Silo and 30T Silica Silo	Point	Non-fugitive	834671.7	843339.5	0.15	0.27	18.2	13	N/A	1750	0.22708	293.15	12.00	10	0.004861	0.017500	N/A	0.004861	0.017500	N/A	07:00 to 23:00
3	EP3	Dust Collector (DC-3) of Cement/PFA/GGBS 120T Silo	Point	Non-fugitive	834676.1	843340.6	0.15	0.27	18.2	13	N/A	1750	0.22708	293.15	12.00	10	0.004861	0.017500	N/A	0.004861	0.017500	N/A	07:00 to 23:00
4	EP4	Dust Collector (DC-4) of the $4m^3$ Concrete Mixer	Point	Non-fugitive	834663.8	843358.2	0.15	0.27	18.2	13	N/A	2550	0.22708	293.15	17.49	10	0.007083	0.025500	N/A	0.007083	0.025500	N/A	07:00 to 23:00
5	EP5	Aggregate Ground Receiving Hopper	Area	Fugitive	834704.1	843324.7	7.08	4.85	18.2	1.5	15	N/A	N/A	N/A	N/A	N/A	N/A	0.009213	0.000075	N/A	0.002901	0.000023	07:00 to 23:00
6	EP6	Dust Collector (DC-5) within the enclosed area connecting aggregate ground receiving hopper to the concrete mixer	Point	Non-fugitive	834694.4	843364.2	0.15	0.27	18.2	12.35	N/A	2550	0.22708	293.15	17.49	10	0.007083	0.025500	N/A	0.007083	0.025500	N/A	07:00 to 23:00
7	EP7	Dust Collector (DC-6) in CV4 Conveyor within the enclosed area	Point	Non-fugitive	834680.8	843363.0	0.15	0.27	18.2	12.35	N/A	2550	0.22708	293.15	17.49	10	0.007083	0.025500	N/A	0.007083	0.025500	N/A	07:00 to 23:00
8	EP8_1	Paved Roads	Area	Fugitive	834658.7	843276.9	3	35.3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.006837	0.000018	N/A	0.001654	0.000004	07:00 to 23:00
9	EP8_2	Paved Roads	Area	Fugitive	834692.5	843284.9	3	41.7	18.2	0	21	N/A	N/A	N/A	N/A	N/A	N/A	0.008076	0.000018	N/A	0.001954	0.000004	07:00 to 23:00
10	EP8_3	Paved Roads	Area	Fugitive	834685.8	843340.8	35.7	3	18.2	0	33	N/A	N/A	N/A	N/A	N/A	N/A	0.006914	0.000018	N/A	0.001673	0.000004	07:00 to 23:00
11	EP8_4	Paved Roads	Area	Fugitive	834655.5	843335.1	3	32.1	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.006217	0.000018	N/A	0.001504	0.000004	07:00 to 23:00
12	EP8_5	Paved Roads	Area	Fugitive	834641.5	843341.8	16.5	3	18.2	0	35	N/A	N/A	N/A	N/A	N/A	N/A	0.003196	0.000018	N/A	0.000773	0.000004	07:00 to 23:00
13	EP9_1	Paved Roads	Area	Fugitive	834658.2	843279.3	3	35.3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.002804	0.000007	N/A	0.000678	0.000002	07:00 to 23:00
14	EP9_2	Paved Roads	Area	Fugitive	834689.9	843288.2	3	17.1	18.2	0	26	N/A	N/A	N/A	N/A	N/A	N/A	0.001358	0.000007	N/A	0.000329	0.000002	07:00 to 23:00
15	EP9_3	Paved Roads	Area	Fugitive	834688.0	843333.1	31.1	3	18.2	0	72	N/A	N/A	N/A	N/A	N/A	N/A	0.002470	0.000007	N/A	0.000598	0.000002	07:00 to 23:00
16	EP9_4	Paved Roads	Area	Fugitive	834676.9	843340.5	14.3	3	18.2	0	33	N/A	N/A	N/A	N/A	N/A	N/A	0.001136	0.000007	N/A	0.000275	0.000002	07:00 to 23:00
17	EP9_5	Paved Roads	Area	Fugitive	834652.1	843337.4	3	25.9	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.002057	0.000007	N/A	0.000498	0.000002	07:00 to 23:00
18	EP9_6	Paved Roads	Area	Fugitive	834641.5	843341.7	12.4	3	18.2	0	34	N/A	N/A	N/A	N/A	N/A	N/A	0.000985	0.000007	N/A	0.000238	0.000002	07:00 to 23:00
19	EP10_1	Paved Roads	Area	Fugitive	834660.1	843273.9	3	35.3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.011670	0.000031	N/A	0.002823	0.000007	07:00 to 23:00
20	EP10_2	Paved Roads	Area	Fugitive	834693.4	843282.2	3	17.1	18.2	0	26	N/A	N/A	N/A	N/A	N/A	N/A	0.005653	0.000031	N/A	0.001368	0.000007	07:00 to 23:00
21	EP10_3	Paved Roads	Area	Fugitive	834691.8	843326.5	31.1	3	18.2	0	72	N/A	N/A	N/A	N/A	N/A	N/A	0.010282	0.000031	N/A	0.002488	0.000007	07:00 to 23:00
22	EP10_4	Paved Roads	Area	Fugitive	834685.4	843346.4	20.9	3	18.2	0	72	N/A	N/A	N/A	N/A	N/A	N/A	0.006910	0.000031	N/A	0.001672	0.000007	07:00 to 23:00
23	EP10_5	Paved Roads	Area	Fugitive	834665.1	843340.9	3	21	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.006943	0.000031	N/A	0.001680	0.000007	07:00 to 23:00
24	EP10_6	Paved Roads	Area	Fugitive	834652.1	843337.5	3	13.4	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.004430	0.000031	N/A	0.001072	0.000007	07:00 to 23:00
25	EP10_7	Paved Roads	Area	Fugitive	834650.2	843351.4	13.7	3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.004529	0.000031	N/A	0.001096	0.000007	07:00 to 23:00
26	EP10_8	Paved Roads	Area	Fugitive	834649.2	843354.5	3	13.7	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.004529	0.000031	N/A	0.001096	0.000007	07:00 to 23:00
27	EP10_9	Paved Roads	Area	Fugitive	834641.4	843341.8	12.4	3	18.2	0	34	N/A	N/A	N/A	N/A	N/A	N/A	0.004100	0.000031	N/A	0.000992	0.000007	07:00 to 23:00
28	EP11_1	Paved Roads	Area	Fugitive	834686.5	843301.9	3	14.1	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000546	0.000004	N/A	0.000132	8.6771E-07	07:00 to 17:00
29	EP11_2	Paved Roads	Area	Fugitive	834683.4	843312.4	3	13.9	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000538	0.000004	N/A	0.000130	8.6771E-07	07:00 to 17:00
30	EP11_3	Paved Roads	Area	Fugitive	834680.4	843323.6	3	13.4	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.000519	0.000004	N/A	0.000126	8.6771E-07	07:00 to 17:00
31	EP12_1	Paved Roads	Area	Fugitive	834686.8	843297.3	3	33	18.2	0	36	N/A	N/A	N/A	N/A	N/A	N/A	0.003152	0.000009	N/A	0.000762	2.1394E-06	07:00 to 17:00
32	EP12_2	Paved Roads	Area	Fugitive	834683.1	843313.2	3	26.2	18.2	0	64	N/A	N/A	N/A	N/A	N/A	N/A	0.011009	0.000039	N/A	0.002664	9.4133E-06	07:00 to 17:00
33	EP12_3	Paved Roads	Area	Fugitive	834680.7	843323.7	3	26.5	18.2	0	88	N/A	N/A	N/A	N/A	N/A	N/A	0.002531	0.000009	N/A	0.000612	2.1394E-06	07:00 to 17:00
34	EP13_1	Aggregate Storage	Area	Fugitive	834670.6	843328.8	14	8	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000933	2.3141E-06	N/A	0.000000	3.5042E-07	07:00 to 17:00
35	EP13_2	Aggregate Storage	Area	Fugitive	834674.7	843314.4	13	8	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000933	2.4921E-06	N/A	0.000000	3.7737E-07	07:00 to 17:00
36	EP13_3	Aggregate Storage	Area	Fugitive	834678.5	843300.9	13	8	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000850	2.2706E-06	N/A	0.000000	3.4383E-07	07:00 to 17:00

Other Emissions Identified within 500m Study Area

No.	ID	Descriptions	Source Type	Fugitive/ Non-fugitive	X	Y	Ground mPD [Note 1]	Height (mAG)	Exhaust Gas Flowrate (m^3/h)	Exhaust Gas Flowrate (m^3/s)	Diameter (m)	Exit Temperature (K)	Exit Velocity (m/s)	RSP	FSP[Note 1]	NO_X
														Emission Rates (g/s)	Emission Rates (g/s)	Emission Rates (g/s)
1	C1	Existing Chimneys	Point	Non-fugitive	834800.0	842780.0	15.4	22	11,945.9	3.31831	0.65	373	10	0.054530	0.054530	0.545300

Note

1. With reference to the Appendix 3-7 of the Approved EIA "North East New Territories New Development Areas Planning and Engineering Study – Investigation", no mPD level of the Chimney was given. Therefore, 15.4mPD level as revealed from the basemap of Survey Mapping Office (SMO) of Lands Department is assumed.
2. Refer to the above mentioned Approved EIA, there was no FSP emission available for the chimneys. As a conservative approach, FSP emission rates is assumed to be same as that of RSP.

Appendix E TRAFFIC FORECAST IN 2038, AND EMISSION FACTORS

Road Segment

Road ID	Road Link No.	Road Name	Section Between		1- or 2-Way	Direction	Road Type	Speed Limit (km/h)	Distance (m)
1	A	Ping Yuen Road	-	-	2-way	-	LD	50	305
2	B	Ping Yuen Road	-	-	2-way	-	LD	50	415
3	C	Ping Yuen Road	-	-	2-way	-	LD	50	215
4	D	Ping Che Road	-	-	2-way	-	DD	50	265
5	E	Ping Che Road	-	-	2-way	-	DD	50	390
6	F	Ping Che Road	-	-	2-way	-	DD	50	75
7	G	Ng Chow South Road	-	-	2-way	-	LD	50	180
8	H	Ng Chow South Road	-	-	2-way	-	LD	50	165
9	I	Ng Chow Road	-	-	2-way	-	LD	50	540
10	J	Ng Chow Road	-	-	2-way	-	LD	50	85
11	K	Unnamed Road	-	-	2-way	-	LD	50	370
12	L	Unnamed Road	-	-	2-way	-	LD	50	190
13	M	Unnamed Road	-	-	2-way	-	LD	50	105
14	N	Unnamed Road	-	-	2-way	-	LD	50	420
15	O	Unnamed Road	-	-	2-way	-	LD	50	150
16	P	Unnamed Road	-	-	2-way	-	LD	50	315
18	EP8_1	On Site Paved Roads	-	-	1-way	-	N/A	10	35.3
19	EP8_2	On Site Paved Roads	-	-	1-way	-	N/A	10	41.7
20	EP8_3	On Site Paved Roads	-	-	1-way	-	N/A	10	29.4
21	EP8_4	On Site Paved Roads	-	-	1-way	-	N/A	10	32.1
22	EP8_5	On Site Paved Roads	-	-	1-way	-	N/A	10	16.5
23	EP9_1	On Site Paved Roads	-	-	1-way	-	N/A	10	35.3
24	EP9_2	On Site Paved Roads	-	-	1-way	-	N/A	10	17.1
25	EP9_3	On Site Paved Roads	-	-	1-way	-	N/A	10	31.1
26	EP9_4	On Site Paved Roads	-	-	1-way	-	N/A	10	14.3
27	EP9_5	On Site Paved Roads	-	-	1-way	-	N/A	10	25.9
28	EP9_6	On Site Paved Roads	-	-	1-way	-	N/A	10	12.4
29	EP10_1	On Site Paved Roads	-	-	1-way	-	N/A	10	35.3
30	EP10_2	On Site Paved Roads	-	-	1-way	-	N/A	10	17.1
31	EP10_3	On Site Paved Roads	-	-	1-way	-	N/A	10	31.1
32	EP10_4	On Site Paved Roads	-	-	1-way	-	N/A	10	20.9
33	EP10_5	On Site Paved Roads	-	-	1-way	-	N/A	10	21.0
34	EP10_6	On Site Paved Roads	-	-	1-way	-	N/A	10	13.4
35	EP10_7	On Site Paved Roads	-	-	1-way	-	N/A	10	13.7
36	EP10_8	On Site Paved Roads	-	-	1-way	-	N/A	10	13.7
37	EP10_9	On Site Paved Roads	-	-	1-way	-	N/A	10	12.4
38	EP11_1	On Site Paved Roads	-	-	1-way	-	N/A	10	14.1
39	EP11_2	On Site Paved Roads	-	-	1-way	-	N/A	10	13.9
40	EP11_3	On Site Paved Roads	-	-	1-way	-	N/A	10	13.4
41	EP12_1	On Site Paved Roads	-	-	1-way	-	N/A	10	33.0
42	EP12_2	On Site Paved Roads	-	-	1-way	-	N/A	10	26.2
43	EP12_3	On Site Paved Roads	-	-	1-way	-	N/A	10	26.5

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
1	A	Ping Yuen Road	-	-	2-way	00:00-01:00	18	8	6	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	11	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	14	5	5	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	10	3	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	9	2	3	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0
						05:00-06:00	20	6	5	0	2	1	1	2	0	0	0	0	0	0	0	3	0	0	0
						06:00-07:00	35	14	4	0	4	2	1	2	0	0	1	0	0	1	0	4	1	1	0
						07:00-08:00	94	54	6	0	10	4	3	6	0	0	1	1	0	1	0	3	3	2	0
						08:00-09:00	146	67	13	0	24	9	7	14	0	0	1	1	0	1	0	2	3	4	0
						09:00-10:00	152	51	11	0	27	10	14	27	0	0	0	0	0	0	0	3	2	7	0
						10:00-11:00	132	41	10	0	26	9	12	24	0	0	0	0	0	0	0	2	2	6	0
						11:00-12:00	140	53	10	0	29	10	10	20	0	0	0	0	0	0	0	2	1	5	0
						12:00-13:00	130	46	8	0	25	9	10	19	0	0	1	1	1	1	0	3	1	5	0
						13:00-14:00	159	62	11	0	30	11	11	22	0	0	1	1	0	1	0	2	1	6	0
						14:00-15:00	148	54	11	0	32	11	11	21	0	0	0	0	0	0	0	2	1	5	0
						15:00-16:00	162	61	10	0	32	11	12	23	0	0	1	1	1	1	0	2	1	6	0
						16:00-17:00	160	66	10	0	28	10	11	22	0	0	1	1	1	1	0	2	1	6	0
						17:00-18:00	161	75	15	0	22	8	9	17	0	0	1	1	1	1	0	2	4	5	0
						18:00-19:00	124	75	14	0	11	4	4	7	0	0	0	0	0	0	0	3	4	2	0
						19:00-20:00	73	48	12	0	4	2	1	2	0	0	0	0	0	0	0	3	1	0	0
						20:00-21:00	58	37	7	0	4	1	1	2	0	0	0	0	0	0	0	3	2	1	0
						21:00-22:00	38	22	6	0	5	2	0	0	0	0	0	0	0	0	0	2	1	0	0
						22:00-23:00	43	25	8	0	4	1	0	1	0	0	0	0	0	0	0	3	1	0	0
						23:00-00:00	33	17	11	0	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0
2	B	Ping Yuen Road	-	-	2-way	00:00-01:00	22	10	7	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	14	6	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	16	6	6	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	13	4	5	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	12	3	4	0	2	1	0	1	0	0	0	0	0	0	0	1	0	0	0
						05:00-06:00	25	8	7	0	2	1	1	2	0	0	0	0	0	0	0	3	0	1	0
						06:00-07:00	46	21	5	0	5	2	1	2	0	0	1	1	0	1	0	4	2	1	0
						07:00-08:00	130	81	9	0	11	4	3	7	0	0	2	1	1	2	0	3	4	2	0
						08:00-09:00	196	102	20	0	25	9	8	15	0	0	2	1	1	2	0	2	5	4	0
						09:00-10:00	189	75	16	0	29	11	15	29	0	0	1	0	0	0	0	3	2	8	0
						10:00-11:00	161	58	13	0	28	10	13	26	0	0	1	0	0	1	0	2	2	7	0
						11:00-12:00	176	72	14	0	33	12	12	23	0	0	0	0	0	0	0	2	2	6	0
						12:00-13:00	158	60	10	0	29	11	11	22	0	0	2	1	1	1	0	3	1	6	0
						13:00-14:00	193	78	14	0	36	13	13	26	0	0	1	1	0	1	0	2	1	7	0
						14:00-15:00	182	65	13	0	39	14	13	26	0	0	1	0	0	1	0	2	1	7	0
						15:00-16:00	195	71	11	0	40	14	15	29	0	0	1	1	1	1	0	2	1	8	0
						16:00-17:00	191	73	11	0	36	13	15	29	0	0	1	1	1	1	0	2	1	7	0
						17:00-18:00	183	80	16	0	28	10	11	22	0	0	1	1	1	1	0	2	4	6	0
						18:00-19:00	139	81	15	0	14	5	5	9	0	0	0	0	0	0	0	3	5	2	0
						19:00-20:00	82	54	13	0	5	2	1	2	0	0	0	0	0	0	0	3	1	1	0
						20:00-21:00	68	43	8	0	5	2	1	3	0	0	0	0	0	0	0	3	2	1	0
						21:00-22:00	44	26	7	0	6	2	0	0	0	0	0	0	0	0	0	2	1	0	0
						22:00-23:00	53	30	10	0	5	2	1	1	0	0	0	0	0	0	0	3	1	0	0
						23:00-00:00	41	20	14	0	2	1	0	0	0	0	0	0	0	0	0	3	1	0	0
3	C	Ping Yuen Road	-	-	2-way	00:00-01:00	40	17	13	0	4	1	1	3	0	0	0	0	0	0	0	0	0	1	0
						01:00-02:00	26	10	12	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	29	10	10	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	24	7	8	0	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	21	5	6	0	4	1	1	2	0	0	0	0	0	0	0	1	1	0	0
						05:00-06:00	43	14	11	0	5	2	2	4	0	0	0	0	0	0	0	3	1	1	0
						06:00-07:00	80	34	9	0	11	4	3	5	0	0	2	1	1	2	0	4	3	1	0
						07:00-08:00	225	130	14	0	26	9	8	16	0	0	3	2	1	2	0	3	7	4	0
						08:00-09:00	360	164	33	1	60	22	18	35	0	0	3	2	1	3	0	2	7	9	0
						09:00-10:00	369	122	26	1	67	24	34	67	0	0	1	1	0	1	0	3	4	18	0
						10:00-11:00	318	96	22	1	63	23	30	59	0	0	1	1	0	1	0	2	4	15	0
						11:00-12:00	337	121	23	1	71	25	25	50	0	0	1	1	0	1	0	2	3	13	0
						12:00-13:00	298	103	17	1	61	22	23	46	0	0	3	2	1	3	0	3	1	12	0
						13:00-14:00	360	135	24	1	72	26	26	52	0	0	2	1	1	2	0	2	2	14	0
						14:00-15:00	337	115	23	1	76	27	25	50	0	0	1	1	0	1	0	2	2	13	0
						15:00-16:00	359	128	20	1	75	27	28	54	0	0	2	2	1	2	0	2	3	14	0
						16:00-17:00	351	135	20	1	66	24	26	52	0	0	3	2	1	3	0	2	2	14	0
						17:00-18:00	337	150	30	1	50	18	20	40	0	0	3	2	1	3	0	2	7	10	0
						18:00-19:00	256	151	28	0	26	9	8	16	0	0	1	0	0	1	0	3	9	4	0
						19:00-20:00	148	98	24	0	10	4	2	4	0	0	0	0	0	0	0	3	2	1	0
						20:00-21:00	119	78	14	0	9	3	3	5	0	0	0	0	0	0	0	3	3	1	0
						21:00-22:00	81	47	13	0	12	4	0	1	0	0	0	0	0	0	0	2	2	0	0
						22:00-23:00	92	53	18	0	10	3	1	2	0	0	0	0	0	0	0	3	1	1	0
						23:00-00:00	69	36	24	0	3	1	0	0	0	0	0	0	0	0	0	3	2	0	0
4	D	Ping Che Road	-	-	2-way	00:00-01:00	43	19	14	0	4	1	1	3	0	0	0	0	0	0	0	0	0	1	0
						01:00-02:00	28	11	13	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	32	11	11	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	27	8	9	0	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	40	6	6	0	4	1	1	2	0	0	0	0	0	0	1	18	1	0	0
						05:00-06:00	91	14	12	0	5	2	3	5	2	0	0	0	0	0	2	44	1	1	0
						06:00-07:00	153	35	9	0	12	4	3	6	8	0	2	1	1	2	3	62	3	2	0
						07:00-08:00	291	133	14	0	30	11	9	18	10	0	3	2	1	2	2	44	7	5	0
						08:00-09:00	430	164	33	1	70	25	21	41	11	0	3	2	1	3	2	35	7	11	0
						09:00-10:00	463	125	27	1	77	28	39	77	7	0	1	1	0	1	2	53	4	20	0
						10:00-11:00	386	101	23	1	71	25	33	65	5	0	1	1	0	1	2	36	4	17	0
						11:00-12:00	398	130	25	1	78	28	28	55	5	0	1	1	0	1	1	27	3	14	0
						12:00-13:00	380	113	18	1	65	23	25	49	5	0	3	2	1	3	3	55	1	13	0
						13:00-14:00	432	152	27	1	76	27	28	55	5	0	2	1	1	2	2	37	2	14	0
						14:00-15:00	394	132	27	1	78	28	26	51	3	0	1	1	1	1	1	28	2	13	0
						15:00-16:00	431	150	24	1	76	27	28	55	4	0	3	2	1	3	2	38	3	14	0
						16:00-17:00	424	162	24	1	65	23	26	51	7	0	3	2	1	3	2	38	3	13	0
						17:00-18:00	422	184	37	1	48	17	19	38	9	0	3	2	1	3	2	39	9	10	0
						18:00-19:00	359	183	34	0	25	9	8	16	8	0	1	0	0	1	3	57	10	4	0
						19:00-20:00	227	117	29	0	10	4	2	4	8	0	0	0	0	0	2	48	2	1	0
						20:00-21:00	189	91	16	0	10	3	3	5	7	0	0	0	0	0	2	47	4	1	0
						21:00-22:00	134	55	15	0	12	4	0	1	5	0	0	0	0	0	2	38	2	0	0
						22:00-23:00	153	61	20	0	10	4	1	2	4	0	0	0	0	0	2	47	1	1	0
						23:00-00:00	134	40	27	0	3	1	0	0	2	0	0	0	0	0	3	56	2	0	0
5	E	Ping Che Road	-	-	2-way	00:00-01:00	75	31	24	0	7	3	3	6	0	0	0	0	0	0	0	0	0	1	0
						01:00-02:00	48	19	22	0	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	59	19	19	0	13	5	1	2	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	49	13	16	0	11	4	1	3	0	0	0	0	0	0	0	0	0	1	0
						04:00-05:00	60	10	11	0	8	3	2	3	0	0	0	0	0	0	1	20	1	1	0
						05:00-06:00	131	25	20	0	10	4	5	10	2	0	0	0	0	0	2	49	1	3	0
						06:00-07:00	224	62	16	0	23	8	6	12	8	0	3	2	1	3	3	68	6	3	0
						07:00-08:00	487	236	25	1	57	21	17	34	10	1	5	3	2	4	2	48	12	9	0
						08:00-09:00	753	294	59	1	132	48	40	78	11	1	5	3	2	5	2	39	13	20	0
						09:00-10:00	810	221	48	2	147	53	75	146	7	0	2	1	1	1	3	58	7	38	0
						10:00-11:00	683	176	41	1	135	49	64	125	5	0	2	1	1	2	2	39	7	33	0
						11:00-12:00	705	223	43	2	149	54	54	105	5	0	2	1	1	1	1	30	6	28	0
						12:00-13:00	647	191	31	1	126	45	48	95	5	1	5	3	2	5	3	59	2	25	0
						13:00-14:00	750	254	45	2	148	53	54	106	5	0	3	2	1	3	2	40	4	28	0
						14:00-15:00	691	218	44	2	152	55	51	99	3	0	2	1	1	2	1	30	4	26	0
						15:00-16:00	741	244	38	2	148	53	55	107	4	1	5	3	2	4	2	40	5	28	0
						16:00-17:00	721	260	38	1	127	46	51	101	7	1	5	3	2	5	2	41	5	26	0
						17:00-18:00	696	292	59	1	95	34	38	75	9	1	5	3	2	5	2	41	14	20	0
						18:00-19:00	562	292	55	1	49	18	16	31	8	0	1	1	0	1	3	61	17	8	0
						19:00-20:00	341	189	47	0	19	7	4	8	8	0	0	0	0	0	2	51	4	2	0
						20:00-21:00	284	148	26	0	19	7	5	10	7	0	0	0	0	0	2	51	6	3	0
						21:00-22:00	200	90	25	0	23	8	1	2	5	0	0	0	0	0	2	40	4	0	0
						22:00-23:00	226	101	34	0	19	7	2	4	4	0	0	0	0	0	2	50	2	1	0
						23:00-00:00	189	67	45	0	6	2	0	0	2	0	0	0	0	0	3	60	4	0	0
6	F	Ping Che Road	-	-	2-way	00:00-01:00	87	36	28	0	8	3	3	7	0	0	0	0	0	0	0	0	0	2	0
						01:00-02:00	55	22	25	0	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	68	22	22	0	15	5	1	2	0	0	0	0	0	0	0	0	0	1	0
						03:00-04:00	57	15	18	0	13	5	2	3	0	0	0	0	0	0	0	0	0	1	0
						04:00-05:00	64	11	12	0	9	3	2	4	0	0	0	0	0	0	1	20	1	1	0
						05:00-06:00	142	29	23	0	12	4	6	11	2	0	0	0	0	0	2	49	1	3	0
						06:00-07:00	247	71	18	0	27	10	7	14	8	0	3	2	2	3	3	68	7	4	0
						07:00-08:00	548	267	28	1	67	24	20	40	10	1	5	3	2	5	2	48	14	11	0
						08:00-09:00	860	332	66	2	156	56	47	92	11	1	6	4	2	5	2	39	15	24	0
						09:00-10:00	928	252	54	2	172	62	87	172	7	0	2	1	1	2	3	58	8	45	0
						10:00-11:00	785	201	47	2	158	57	75	147	5	0	2	1	1	2	2	39	8	38	0
						11:00-12:00	810	256	50	2	174	62	62	123	5	0	2	1	1	2	1	30	7	32	0
						12:00-13:00	743	222	36	2	146	52	56	110	5	1	6	4	3	6	3	59	3	29	0
						13:00-14:00	864	296	53	2	170	61	62	123	5	1	4	3	2	4	2	40	4	32	0
						14:00-15:00	793	256	52	2	174	63	58	114	3	0	2	1	1	2	1	30	4	30	0
						15:00-16:00	851	289	45	2	169	61	62	123	4	1	5	3	2	5	2	40	6	32	0
						16:00-17:00	831	309	46	2	144	52	58	114	7	1	6	4	3	6	2	41	6	30	0
						17:00-18:00	807	350	70	1	108	39	43	85	9	1	6	4	3	6	2	41	17	22	0
						18:00-19:00	650	348	66	1	56	20	18	36	8	0	1	1	1	1	3	61	20	9	0
						19:00-20:00	391	225	55	0	22	8	5	9	8	0	0	0	0	0	2	51	4	2	0
						20:00-21:00	323	176	31	0	21	8	6	11	7	0	0	0	0	0	2	51	7	3	0
						21:00-22:00	225	106	30	0	26	9	1	2	5	0	0	0	0	0	2	40	4	0	0
						22:00-23:00	253	118	39	0	22	8	2	4	4	0	0	0	0	0	2	50	3	1	0
						23:00-00:00	210	78	53	0	7	3	0	0	2	0	0	0	0	0	3	60	4	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
7	G	Ng Chow South Road	-	-	2-way	00:00-01:00	29	12	9	0	3	1	1	2	0	0	0	0	0	0	0	0	0	1	0
						01:00-02:00	17	7	8	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	22	7	7	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	17	5	6	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	13	3	4	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	28	9	7	0	4	1	2	4	0	0	0	0	0	0	0	0	0	1	0
						06:00-07:00	50	21	5	0	9	3	2	4	0	0	1	1	0	1	0	0	2	1	0
						07:00-08:00	146	76	8	0	22	8	7	13	0	0	1	1	1	1	0	0	4	4	0
						08:00-09:00	248	93	18	1	53	19	16	31	0	0	2	1	1	1	0	0	4	8	0
						09:00-10:00	271	73	16	1	57	21	29	57	0	0	0	0	0	0	0	0	2	15	0
						10:00-11:00	233	60	14	1	52	18	24	48	0	0	1	0	0	1	0	0	2	12	0
						11:00-12:00	243	79	15	1	55	20	20	39	0	0	1	0	0	1	0	0	2	10	0
						12:00-13:00	211	70	11	0	46	16	18	34	0	0	2	1	1	2	0	0	1	9	0
						13:00-14:00	257	97	17	1	52	19	19	37	0	0	1	1	1	1	0	0	1	10	0
						14:00-15:00	238	86	17	1	52	19	17	34	0	0	1	0	0	1	0	0	1	9	0
						15:00-16:00	251	99	16	1	48	17	18	35	0	0	2	1	1	2	0	0	2	9	0
						16:00-17:00	243	109	16	0	40	14	16	32	0	0	2	1	1	2	0	0	2	8	0
						17:00-18:00	243	126	25	0	29	10	12	23	0	0	2	1	1	2	0	0	6	6	0
						18:00-19:00	192	124	23	0	15	5	5	10	0	0	0	0	0	0	0	0	7	3	0
						19:00-20:00	112	79	19	0	6	2	1	3	0	0	0	0	0	0	0	0	1	1	0
						20:00-21:00	88	61	11	0	6	2	2	3	0	0	0	0	0	0	0	0	2	1	0
						21:00-22:00	59	36	10	0	8	3	0	1	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	65	40	13	0	7	2	1	1	0	0	0	0	0	0	0	0	1	0	0
						23:00-00:00	48	26	18	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0
8	H	Ng Chow South Road	-	-	2-way	00:00-01:00	13	6	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	9	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	11	4	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	9	3	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	7	2	2	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	15	5	4	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	27	11	3	0	4	2	1	2	0	0	1	0	0	1	0	0	1	1	0
						07:00-08:00	77	41	4	0	11	4	3	7	0	0	1	1	0	1	0	0	2	2	0
						08:00-09:00	127	50	10	0	26	9	8	15	0	0	1	1	0	1	0	0	2	4	0
						09:00-10:00	135	39	8	0	28	10	14	28	0	0	0	0	0	0	0	0	1	7	0
						10:00-11:00	115	32	7	0	25	9	12	23	0	0	0	0	0	0	0	0	1	6	0
						11:00-12:00	119	42	8	0	26	9	9	19	0	0	0	0	0	0	0	0	1	5	0
						12:00-13:00	104	38	6	0	21	8	8	16	0	0	1	1	0	1	0	0	0	4	0
						13:00-14:00	128	52	9	0	24	9	9	17	0	0	1	0	0	1	0	0	1	5	0
						14:00-15:00	115	46	9	0	24	8	8	15	0	0	0	0	0	0	0	0	1	4	0
						15:00-16:00	123	53	8	0	22	8	8	16	0	0	1	1	0	1	0	0	1	4	0
						16:00-17:00	121	58	9	0	18	6	7	14	0	0	1	1	1	1	0	0	1	4	0
						17:00-18:00	122	67	14	0	12	4	5	10	0	0	1	1	1	1	0	0	3	3	0
						18:00-19:00	98	66	12	0	7	2	2	4	0	0	0	0	0	0	0	0	4	1	0
						19:00-20:00	59	42	10	0	3	1	1	1	0	0	0	0	0	0	0	0	1	0	0
						20:00-21:00	45	32	6	0	3	1	1	1	0	0	0	0	0	0	0	0	1	0	0
						21:00-22:00	29	19	5	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	34	21	7	0	3	1	0	1	0	0	0	0	0	0	0	0	1	0	0
						23:00-00:00	25	14	9	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9	I	Ng Chow Road	-	-	2-way	00:00-01:00	13	6	4	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	8	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	10	3	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	9	2	3	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	8	2	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	14	4	3	0	2	1	1	2	0	0	0	0	0	0	0	0	0	1	0
						06:00-07:00	23	9	2	0	5	2	1	2	0	0	0	0	0	0	0	0	1	1	0
						07:00-08:00	72	35	4	0	12	4	4	7	0	0	1	0	0	1	0	0	2	2	0
						08:00-09:00	120	42	8	0	28	10	8	16	0	0	1	0	0	1	0	0	2	4	0
						09:00-10:00	135	33	7	0	30	11	15	30	0	0	0	0	0	0	0	0	1	8	0
						10:00-11:00	117	28	6	0	27	10	13	25	0	0	0	0	0	0	0	0	1	7	0
						11:00-12:00	122	37	7	0	29	11	11	21	0	0	0	0	0	0	0	0	1	5	0
						12:00-13:00	106	33	5	0	24	9	9	18	0	0	1	1	0	1	0	0	0	5	0
						13:00-14:00	130	46	8	0	28	10	10	20	0	0	1	0	0	1	0	0	1	5	0
						14:00-15:00	120	41	8	0	28	10	9	18	0	0	0	0	0	0	0	0	1	5	0
						15:00-16:00	128	48	7	0	26	9	10	19	0	0	1	1	0	1	0	0	1	5	0
						16:00-17:00	125	53	8	0	22	8	9	17	0	0	1	1	0	1	0	0	1	4	0
						17:00-18:00	122	61	12	0	16	6	6	12	0	0	1	1	0	1	0	0	3	3	0
						18:00-19:00	94	60	11	0	8	3	3	5	0	0	0	0	0	0	0	0	3	1	0
						19:00-20:00	54	38	9	0	3	1	1	1	0	0	0	0	0	0	0	0	1	0	0
						20:00-21:00	42	29	5	0	3	1	1	2	0	0	0	0	0	0	0	0	1	0	0
						21:00-22:00	28	17	5	0	4	1	0	0	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	30	19	6	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	22	12	8	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10	J	Ng Chow Road	-	-	2-way	00:00-01:00	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	5	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	4	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	7	3	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	13	6	2	0	2	1	0	1	0	0	0	0	0	0	0	0	1	0	0
						07:00-08:00	40	24	3	0	5	2	1	3	0	0	0	0	0	0	0	0	1	1	0
						08:00-09:00	62	28	6	0	11	4	3	7	0	0	0	0	0	0	0	0	1	2	0
						09:00-10:00	66	23	5	0	12	4	6	12	0	0	0	0	0	0	0	0	1	3	0
						10:00-11:00	57	19	4	0	11	4	5	10	0	0	0	0	0	0	0	0	1	3	0
						11:00-12:00	60	25	5	0	11	4	4	8	0	0	0	0	0	0	0	0	1	2	0
						12:00-13:00	53	23	4	0	9	3	3	7	0	0	1	0	0	1	0	0	0	2	0
						13:00-14:00	65	32	6	0	10	4	4	7	0	0	0	0	0	0	0	0	0	2	0
						14:00-15:00	57	28	6	0	9	3	3	6	0	0	0	0	0	0	0	0	0	2	0
						15:00-16:00	63	33	5	0	8	3	3	6	0	0	1	0	0	1	0	0	1	2	0
						16:00-17:00	63	37	5	0	7	2	3	5	0	0	1	0	0	1	0	0	1	1	0
						17:00-18:00	69	43	9	0	4	2	2	4	0	0	1	0	0	1	0	0	2	1	0
						18:00-19:00	58	42	8	0	2	1	1	2	0	0	0	0	0	0	0	0	2	0	0
						19:00-20:00	35	26	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
						20:00-21:00	27	20	4	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0
						21:00-22:00	16	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	18	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	14	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	K	Unnamed Road	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	3	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	3	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	L	Unnamed Road	-	-	2-way	00:00-01:00	14	5	4	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	8	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	10	3	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	10	2	3	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	8	2	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	15	4	3	0	3	1	1	2	0	0	0	0	0	0	0	0	0	1	0
						06:00-07:00	27	10	3	0	6	2	1	3	0	0	0	0	0	0	0	0	1	1	0
						07:00-08:00	80	38	4	0	14	5	4	9	0	0	1	0	0	1	0	0	2	2	0
						08:00-09:00	144	48	10	0	34	12	10	20	0	0	1	1	0	1	0	0	2	5	0
						09:00-10:00	161	36	8	0	37	13	19	37	0	0	0	0	0	0	0	0	1	10	0
						10:00-11:00	139	29	7	0	34	12	16	32	0	0	0	0	0	0	0	0	1	8	0
						11:00-12:00	140	36	7	0	37	13	13	26	0	0	0	0	0	0	0	0	1	7	0
						12:00-13:00	123	31	5	0	31	11	12	24	0	0	1	1	0	1	0	0	0	6	0
						13:00-14:00	147	42	7	0	36	13	13	26	0	0	1	0	0	1	0	0	1	7	0
						14:00-15:00	136	36	7	0	37	13	12	24	0	0	0	0	0	0	0	0	1	6	0
						15:00-16:00	144	40	6	0	36	13	13	26	0	0	1	0	0	1	0	0	1	7	0
						16:00-17:00	136	43	6	0	30	11	12	24	0	0	1	1	0	1	0	0	1	6	0
						17:00-18:00	126	48	10	0	23	8	9	18	0	0	1	1	0	1	0	0	2	5	0
						18:00-19:00	89	48	9	0	12	4	4	7	0	0	0	0	0	0	0	0	3	2	0
						19:00-20:00	51	31	8	0	5	2	1	2	0	0	0	0	0	0	0	0	1	1	0
						20:00-21:00	39	24	4	0	4	2	1	2	0	0	0	0	0	0	0	0	1	1	0
						21:00-22:00	28	15	4	0	6	2	0	0	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	29	16	5	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	22	11	7	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
13	M	Unnamed Road	-	-	2-way	00:00-01:00	14	5	4	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	7	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	10	3	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	8	2	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	7	1	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	14	4	3	0	2	1	1	2	0	0	0	0	0	0	0	0	0	1	0
						06:00-07:00	23	9	2	0	5	2	1	2	0	0	0	0	0	0	0	0	1	1	0
						07:00-08:00	71	34	4	0	12	4	4	7	0	0	1	0	0	1	0	0	2	2	0
						08:00-09:00	121	43	8	0	28	10	8	16	0	0	1	0	0	1	0	0	2	4	0
						09:00-10:00	137	32	7	0	31	11	16	31	0	0	0	0	0	0	0	0	1	8	0
						10:00-11:00	117	26	6	0	28	10	13	26	0	0	0	0	0	0	0	0	1	7	0
						11:00-12:00	121	33	6	0	31	11	11	22	0	0	0	0	0	0	0	0	1	6	0
						12:00-13:00	107	29	5	0	26	10	10	20	0	0	1	0	0	1	0	0	0	5	0
						13:00-14:00	128	38	7	0	31	11	11	22	0	0	1	0	0	0	0	0	1	6	0
						14:00-15:00	121	33	7	0	32	11	11	21	0	0	0	0	0	0	0	0	1	5	0
						15:00-16:00	129	38	6	0	31	11	11	23	0	0	1	0	0	1	0	0	1	6	0
						16:00-17:00	125	40	6	0	27	10	11	21	0	0	1	1	0	1	0	0	1	6	0
						17:00-18:00	115	46	9	0	20	7	8	16	0	0	1	1	0	1	0	0	2	4	0
						18:00-19:00	84	46	9	0	10	4	3	7	0	0	0	0	0	0	0	0	3	2	0
						19:00-20:00	45	29	7	0	4	1	1	2	0	0	0	0	0	0	0	0	1	0	0
						20:00-21:00	37	23	4	0	4	1	1	2	0	0	0	0	0	0	0	0	1	1	0
						21:00-22:00	26	14	4	0	5	2	0	0	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	26	15	5	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	19	10	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
14	N	Unnamed Road	-	-	2-way	00:00-01:00	9	4	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	7	2	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	7	2	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	4	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	10	3	2	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	17	7	2	0	3	1	1	2	0	0	0	0	0	0	0	0	1	0	0
						07:00-08:00	53	27	3	0	8	3	3	5	0	0	1	0	0	1	0	0	1	1	0
						08:00-09:00	91	34	7	0	19	7	6	11	0	0	1	0	0	1	0	0	2	3	0
						09:00-10:00	98	25	5	0	21	8	11	21	0	0	0	0	0	0	0	0	1	6	0
						10:00-11:00	87	20	5	0	20	7	10	19	0	0	0	0	0	0	0	0	1	5	0
						11:00-12:00	91	26	5	0	23	8	8	16	0	0	0	0	0	0	0	0	1	4	0
						12:00-13:00	82	22	4	0	20	7	8	15	0	0	1	0	0	1	0	0	0	4	0
						13:00-14:00	96	29	5	0	24	8	9	17	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	92	25	5	0	25	9	8	16	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	101	28	4	0	25	9	9	18	0	0	1	0	0	1	0	0	1	5	0
						16:00-17:00	98	30	4	0	22	8	9	17	0	0	1	0	0	1	0	0	1	5	0
						17:00-18:00	91	34	7	0	17	6	7	13	0	0	1	0	0	1	0	0	2	3	0
						18:00-19:00	63	34	6	0	9	3	3	5	0	0	0	0	0	0	0	0	2	1	0
						19:00-20:00	33	22	5	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	28	17	3	0	3	1	1	2	0	0	0	0	0	0	0	0	1	0	0
						21:00-22:00	18	10	3	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	21	12	4	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	14	8	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	O	Unnamed Road	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	5	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	6	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	6	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	6	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	6	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	7	4	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	6	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	P	Unnamed Road	-	-	2-way	00:00-01:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	18	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
						08:00-09:00	24	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
						09:00-10:00	19	14	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	13	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	14	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	14	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	11	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	9	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	EP8_1	EP8_1	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	EP8_2	EP8_2	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
20	EP8_3	EP8_3	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	EP8_4	EP8_4	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	EP8_5	EP8_5	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	EP9_1	EP9_1	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	EP9_2	EP9_2	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	EP9_3	EP9_3	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
26	EP9_4	EP9_4	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	EP9_5	EP9_5	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	EP9_6	EP9_6	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	EP10_1	EP10_1	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	EP10_2	EP10_2	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	EP10_3	EP10_3	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
32	EP10_4	EP10_4	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	EP10_5	EP10_5	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	EP10_6	EP10_6	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	EP10_7	EP10_7	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	EP10_8	EP10_8	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	EP10_9	EP10_9	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
38	EP11_1	EP11_1	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						08:00-09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						09:00-10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						10:00-11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						11:00-12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						12:00-13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						13:00-14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						16:00-17:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	EP11_2	EP11_2	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						08:00-09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						09:00-10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						10:00-11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						11:00-12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						12:00-13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						13:00-14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						16:00-17:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	EP11_3	EP11_3	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						08:00-09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						09:00-10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						10:00-11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						11:00-12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						12:00-13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						13:00-14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						16:00-17:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	EP12_1	EP12_1	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	EP12_2	EP12_2	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	EP12_3	EP12_3	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
1	A	Ping Yuen Road	2-way	1	18	LD	305	44.4%	33.3%	0.0%	5.6%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	2	11	LD	305	45.5%	45.5%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	3	14	LD	305	35.7%	35.7%	0.0%	21.4%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	4	10	LD	305	30.0%	40.0%	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	5	9	LD	305	22.2%	33.3%	0.0%	11.1%	11.1%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	6	20	LD	305	30.0%	25.0%	0.0%	10.0%	5.0%	5.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	7	35	LD	305	40.0%	11.4%	0.0%	11.4%	5.7%	2.9%	5.7%	0.0%	0.0%	2.9%	0.0%	0.0%	2.9%	0.0%	11.4%	2.9%	2.9%	0.0%
1	A	Ping Yuen Road	2-way	8	94	LD	305	57.4%	6.4%	0.0%	10.6%	4.3%	3.2%	6.4%	0.0%	0.0%	1.1%	1.1%	0.0%	1.1%	0.0%	3.2%	3.2%	2.1%	0.0%
1	A	Ping Yuen Road	2-way	9	146	LD	305	45.9%	8.9%	0.0%	16.4%	6.2%	4.8%	9.6%	0.0%	0.0%	0.7%	0.7%	0.0%	0.7%	0.0%	1.4%	2.1%	2.7%	0.0%
1	A	Ping Yuen Road	2-way	10	152	LD	305	33.6%	7.2%	0.0%	17.8%	6.6%	9.2%	17.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	1.3%	4.6%	0.0%
1	A	Ping Yuen Road	2-way	11	132	LD	305	31.1%	7.6%	0.0%	19.7%	6.8%	9.1%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	1.5%	4.5%	0.0%
1	A	Ping Yuen Road	2-way	12	140	LD	305	37.9%	7.1%	0.0%	20.7%	7.1%	7.1%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.7%	3.6%	0.0%
1	A	Ping Yuen Road	2-way	13	130	LD	305	35.4%	6.2%	0.0%	19.2%	6.9%	7.7%	14.6%	0.0%	0.0%	0.8%	0.8%	0.8%	0.8%	0.0%	2.3%	0.8%	3.8%	0.0%
1	A	Ping Yuen Road	2-way	14	159	LD	305	39.0%	6.9%	0.0%	18.9%	6.9%	6.9%	13.8%	0.0%	0.0%	0.6%	0.6%	0.0%	0.6%	0.0%	1.3%	0.6%	3.8%	0.0%
1	A	Ping Yuen Road	2-way	15	148	LD	305	36.5%	7.4%	0.0%	21.6%	7.4%	7.4%	14.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.7%	3.4%	0.0%
1	A	Ping Yuen Road	2-way	16	162	LD	305	37.7%	6.2%	0.0%	19.8%	6.8%	7.4%	14.2%	0.0%	0.0%	0.6%	0.6%	0.6%	0.6%	0.0%	1.2%	0.6%	3.7%	0.0%
1	A	Ping Yuen Road	2-way	17	160	LD	305	41.3%	6.3%	0.0%	17.5%	6.3%	6.9%	13.8%	0.0%	0.0%	0.6%	0.6%	0.6%	0.6%	0.0%	1.3%	0.6%	3.8%	0.0%
1	A	Ping Yuen Road	2-way	18	161	LD	305	46.6%	9.3%	0.0%	13.7%	5.0%	5.6%	10.6%	0.0%	0.0%	0.6%	0.6%	0.6%	0.6%	0.0%	1.2%	2.5%	3.1%	0.0%
1	A	Ping Yuen Road	2-way	19	124	LD	305	60.5%	11.3%	0.0%	8.9%	3.2%	3.2%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	3.2%	1.6%	0.0%
1	A	Ping Yuen Road	2-way	20	73	LD	305	65.8%	16.4%	0.0%	5.5%	2.7%	1.4%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	1.4%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	21	58	LD	305	63.8%	12.1%	0.0%	6.9%	1.7%	1.7%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	3.4%	1.7%	0.0%
1	A	Ping Yuen Road	2-way	22	38	LD	305	57.9%	15.8%	0.0%	13.2%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	2.6%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	23	43	LD	305	58.1%	18.6%	0.0%	9.3%	2.3%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	2.3%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	24	33	LD	305	51.5%	33.3%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	3.0%	0.0%	0.0%
2	B	Ping Yuen Road	2-way	1	22	LD	415	45.45%	31.82%	0.00%	9.09%	4.55%	4.55%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	2	14	LD	415	42.86%	50.00%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	3	16	LD	415	37.50%	37.50%	0.00%	18.75%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	4	13	LD	415	30.77%	38.46%	0.00%	15.38%	7.69%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	5	12	LD	415	25.00%	33.33%	0.00%	16.67%	8.33%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	6	25	LD	415	32.00%	28.00%	0.00%	8.00%	4.00%	4.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.00%	0.00%	4.00%	0.00%
2	B	Ping Yuen Road	2-way	7	46	LD	415	45.65%	10.87%	0.00%	10.87%	4.35%	2.17%	4.35%	0.00%	0.00%	2.17%	2.17%	0.00%	2.17%	0.00%	8.70%	4.35%	2.17%	0.00%
2	B	Ping Yuen Road	2-way	8	130	LD	415	62.31%	6.92%	0.00%	8.46%	3.08%	2.31%	5.38%	0.00%	0.00%	1.54%	0.77%	0.77%	1.54%	0.00%	2.31%	3.08%	1.54%	0.00%
2	B	Ping Yuen Road	2-way	9	196	LD	415	52.04%	10.20%	0.00%	12.76%	4.59%	4.08%	7.65%	0.00%	0.00%	1.02%	0.51%	0.51%	1.02%	0.00%	1.02%	2.55%	2.04%	0.00%
2	B	Ping Yuen Road	2-way	10	189	LD	415	39.68%	8.47%	0.00%	15.34%	5.82%	7.94%	15.34%	0.00%	0.00%	0.53%	0.00%	0.00%	0.00%	0.00%	1.59%	1.06%	4.23%	0.00%
2	B	Ping Yuen Road	2-way	11	161	LD	415	36.02%	8.07%	0.00%	17.39%	6.21%	8.07%	16.15%	0.00%	0.00%	0.62%	0.00%	0.00%	0.62%	0.00%	1.24%	1.24%	4.35%	0.00%
2	B	Ping Yuen Road	2-way	12	176	LD	415	40.91%	7.95%	0.00%	18.75%	6.82%	6.82%	13.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.14%	1.14%	3.41%	0.00%
2	B	Ping Yuen Road	2-way	13	158	LD	415	37.97%	6.33%	0.00%	18.35%	6.96%	6.96%	13.92%	0.00%	0.00%	1.27%	0.63%	0.63%	0.63%	0.00%	1.90%	0.63%	3.80%	0.00%
2	B	Ping Yuen Road	2-way	14	193	LD	415	40.41%	7.25%	0.00%	18.65%	6.74%	6.74%	13.47%	0.00%	0.00%	0.52%	0.52%	0.00%	0.52%	0.00%	1.04%	0.52%	3.63%	0.00%
2	B	Ping Yuen Road	2-way	15	182	LD	415	35.71%	7.14%	0.00%	21.43%	7.69%	7.14%	14.29%	0.00%	0.00%	0.55%	0.00%	0.00%	0.55%	0.00%	1.10%	0.55%	3.85%	0.00%
2	B	Ping Yuen Road	2-way	16	195	LD	415	36.41%	5.64%	0.00%	20.51%	7.18%	7.69%	14.87%	0.00%	0.00%	0.51%	0.51%	0.51%	0.51%	0.00%	1.03%	0.51%	4.10%	0.00%
2	B	Ping Yuen Road	2-way	17	191	LD	415	38.22%	5.76%	0.00%	18.85%	6.81%	7.85%	15.18%	0.00%	0.00%	0.52%	0.52%	0.52%	0.52%	0.00%	1.05%	0.52%	3.66%	0.00%
2	B	Ping Yuen Road	2-way	18	183	LD	415	43.72%	8.74%	0.00%	15.30%	5.46%	6.01%	12.02%	0.00%	0.00%	0.55%	0.55%	0.55%	0.55%	0.00%	1.09%	2.19%	3.28%	0.00%
2	B	Ping Yuen Road	2-way	19	139	LD	415	58.27%	10.79%	0.00%	10.07%	3.60%	3.60%	6.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.16%	3.60%	1.44%	0.00%
2	B	Ping Yuen Road	2-way	20	82	LD	415	65.85%	15.85%	0.00%	6.10%	2.44%	1.22%	2.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.66%	1.22%	1.22%	0.00%
2	B	Ping Yuen Road	2-way	21	68	LD	415	63.24%	11.76%	0.00%	7.35%	2.94%	1.47%	4.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.41%	2.94%	1.47%	0.00%
2	B	Ping Yuen Road	2-way	22	44	LD	415	59.09%	15.91%	0.00%	13.64%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	2.27%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	23	53	LD	415	56.60%	18.87%	0.00%	9.43%	3.77%	1.89%	1.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.66%	1.89%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	24	41	LD	415	48.78%	34.15%	0.00%	4.88%	2.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.32%	2.44%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	1	40	LD	215	42.50%	32.50%	0.00%	10.00%	2.50%	2.50%	7.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.50%	0.00%
3	C	Ping Yuen Road	2-way	2	26	LD	215	38.46%	46.15%	0.00%	7.69%	3.85%	0.00%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	3	29	LD	215	34.48%	34.48%	0.00%	20.69%	6.90%	0.00%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	4	24	LD	215	29.17%	33.33%	0.00%	20.83%	8.33%	4.17%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	5	21	LD	215	23.81%	28.57%	0.00%	19.05%	4.76%	4.76%	9.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	4.76%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	6	43	LD	215	32.56%	25.58%	0.00%	11.63%	4.65%	4.65%	9.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.98%	2.33%	2.33%	0.00%
3	C	Ping Yuen Road	2-way	7	80	LD	215	42.50%	11.25%	0.00%	13.75%	5.00%	3.75%	6.25%	0.00%	0.00%	2.50%	1.25%	1.25%	2.50%	0.00%	5.00%	3.75%	1.25%	0.00%
3	C	Ping Yuen Road	2-way	8	225	LD	215	57.78%	6.22%	0.00%	11.56%	4.00%	3.56%	7.11%	0.00%	0.00%	1.33%	0.89%	0.44%	0.89%	0.00%	1.33%	3.11%	1.78%	0.00%
3	C	Ping Yuen Road	2-way	9	360	LD	215	45.56%	9.17%	0.28%	16.67%	6.11%	5.00%	9.72%	0.00%	0.00%	0.83%	0.56%	0.28%	0.83%	0.00%	0.56%	1.94%	2.50%	0.00%
3	C	Ping Yuen Road	2-way	10	369	LD	215	33.06%	7.05%	0.27%	18.16%	6.50%	9.21%	18.16%	0.00%	0.00%	0.27%	0.27%	0.00%	0.27%	0.00%	0.81%	1.08%	4.88%	0.00%
3	C	Ping Yuen Road	2-way	11	318	LD	215	30.19%	6.92%	0.31%	19.81%	7.23%	9.43%	18.55%	0.00%	0.00%	0.31%	0.31%	0.00%	0.31%	0.00%	0.63%	1.26%	4.72%	0.00%
3	C	Ping Yuen Road	2-way	12	337	LD	215	35.91%	6.82%	0.30%	21.07%	7.42%	7.42%	14.84%	0.00%	0.00%	0.30%	0.30%	0.00%	0.30%	0.00%	0.59%	0.89%	3.86%	0.00%
3	C	Ping Yuen Road	2-way	13	298	LD	215	34.56%	5.70%	0.34%	20.47%	7.38%	7.72%	15.44%	0.00%	0.00%	1.01%	0.67%	0.34%	1.01%	0.00%	1.01%	0.34%	4.03%	0.00%
3	C	Ping Yuen Road	2-way	14	360	LD	215	37.50%	6.67%	0.28%	20.00%	7.22%	7.22%	14.44%	0.00%	0.00%	0.56%	0.28%	0.28%	0.56%	0.00%	0.56%	0.56%	3.89%	0.00%
3	C	Ping Yuen Road	2-way	15	337	LD	215	34.12%	6.82%	0.30%	22.55%	8.01%	7.42%	14.84%	0.00%	0.00%	0.30%	0.30%	0.00%	0.30%	0.00%	0.59%	0.59%	3.86%	0.00%
3	C	Ping Yuen Road	2-way	16	359	LD	215	35.65%	5.57%	0.28%	20.89%	7.52%	7.80%	15.04%	0.00%	0.00%	0.56%	0.56%	0.28%	0.56%	0.00%	0.56%	0.84%	3.90%	0.00%
3	C	Ping Yuen Road	2-way	17	351	LD	215	38.46%	5.70%	0.28%	18.80%	6.84%	7.41%	14.81%	0.00%	0.00%	0.85%	0.57%	0.28%	0.85%	0.00%	0.57%	0.57%	3.99%	0.00%
3	C	Ping Yuen Road	2-way	18	337	LD	215	44.51%	8.90%	0.30%	14.84%	5.34%	5.93%	11.87%	0.00%	0.00%	0.89%	0.59%	0.30%	0.89%	0.00%	0.59%	2.08%	2.97%	0.00%
3	C	Ping Yuen Road	2-way	19	256	LD	215	58.98%	10.94%	0.00%	10.16%	3.52%	3.13%	6.25%	0.00%	0.00%	0.39%	0.00%	0.00%	0.39%	0.00%	1.17%	3.52%	1.56%	0.00%
3	C	Ping Yuen Road	2-way	20	148	LD	215	66.22%	16.22%	0.00%	6.76%	2.70%	1.35%	2.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.03%	1.35%	0.68%	0.00%
3	C	Ping Yuen Road	2-way	21	119	LD	215	65.55%	11.76%	0.00%	7.56%	2.52%	2.52%	4.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.52%	2.52%	0.84%	0.00%
3	C	Ping Yuen Road	2-way	22	81	LD	215	58.02%	16.05%	0.00%	14.81%	4.94%	0.00%	1.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.47%	2.47%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	23	92	LD	215	57.61%	19.57%	0.00%	10.87%	3.26%	1.09%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	1.09%	1.09%	0.00%
3	C	Ping Yuen Road	2-way	24	69	LD	215	52.17%	34.78%	0.00%	4.35%	1.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	2.90%	0.00%	0.00%
4	D	Ping Che Road	2-way	1	43	DD	265	44.19%	32.56%	0.00%	9.30%	2.33%	2.33%	6.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.33%	0.00%
4	D	Ping Che Road	2-way	2	28	DD	265	39.29%	46.43%	0.00%	7.14%	3.57%	0.00%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	D	Ping Che Road	2-way	3	32	DD	265	34.38%	34.38%	0.00%	21.88%	6.25%	0.00%	3.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	D	Ping Che Road	2-way	4	27	DD	265	29.63%	33.33%	0.00%	22.22%	7.41%	3.70%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	D	Ping Che Road	2-way	5	40	DD	265	15.00%	15.00%	0.00%	10.00%	2.50%	2.50%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.50%	45.00%	2.50%	0.00%	0.00%
4	D	Ping Che Road	2-way	6	91	DD	265	15.38%	13.19%	0.00%	5.49%	2.20%	3.30%	5.49%	2.20%	0.00%	0.00%	0.00%	0.00%	0.00%	2.20%	48.35%	1.10%	1.10%	0.00%
4	D	Ping Che Road	2-way	7	153	DD	265	22.88%	5.88%	0.00%	7.84%	2.61%	1.96%	3.92%	5.23%	0.00%	1.31%	0.65%	0.65%	1.31%	1.96%	40.52%	1.96%	1.31%	0.00%
4	D	Ping Che Road	2-way	8	291	DD	265	45.70%	4.81%	0.00%	10.31%	3.78%	3.09%	6.19%	3.44%	0.00%	1.03%	0.69%	0.34%	0.69%	0.69%	15.12%	2.41%	1.72%	0.00%
4	D	Ping Che Road	2-way	9	430	DD	265	38.14%	7.67%	0.23%	16.28%	5.81%	4.88%	9.53%	2.56%	0.00%	0.70%	0.47%	0.23%	0.70%	0.47%	8.14%	1.63%	2.56%	0.00%
4	D	Ping Che Road	2-way	10	463	DD	265	27.00%	5.83%	0.22%	16.63%	6.05%	8.42%	16.63%	1.51%	0.00%	0.22%	0.22%	0.00%	0.22%	0.43%	11.45%	0.86%	4.32%	0.00%
4	D	Ping Che Road	2-way	11	386	DD	265	26.17%	5.96%	0.26%	18.39%	6.48%	8.55%	16.84%	1.30%	0.00%	0.26%	0.26%	0.00%	0.26%	0.52%	9.33%	1.04%	4.40%	0.00%
4	D	Ping Che Road	2-way	12	398	DD	265	32.66%	6.28%	0.25%	19.60%	7.04%	7.04%	13.82%	1.26%	0.00%	0.25%	0.25%	0.00%	0.25%	0.25%	6.78%	0.75%	3.52%	0.00%
4	D	Ping Che Road	2-way	13	380	DD	265	29.74%	4.74%	0.26%	17.11%	6.05%	6.58%	12.89%	1.32%	0.00%	0.79%	0.53%	0.26%	0.79%	0.79%	14.47%	0.26%	3.42%	0.00%
4	D	Ping Che Road	2-way	14	432	DD	265	35.19%	6.25%	0.23%	17.59%	6.25%	6.48%	12.73%	1.16%	0.00%	0.46%	0.23%	0.23%	0.46%	0.46%	8.56%	0.46%	3.24%	0.00%
4	D	Ping Che Road	2-way	15	394	DD	265	33.50%	6.85%	0.25%	19.80%	7.11%	6.60%	12.94%	0.76%	0.00%	0.25%	0.25%	0.25%	0.25%	0.25%	7.11%	0.51%	3.30%	0.00%
4	D	Ping Che Road	2-way	16	431	DD	265	34.80%	5.57%	0.23%	17.63%	6.26%	6.50%	12.76%	0.93%	0.00%	0.70%	0.46%	0.23%	0.70%	0.46%	8.82%	0.70%	3.25%	0.00%
4	D	Ping Che Road	2-way	17	424	DD	265	38.21%	5.66%	0.24%	15.33%	5.42%	6.13%	12.03%	1.65%	0.00%	0.71%	0.47%	0.24%	0.71%	0.47%	8.96%	0.71%	3.07%	0.00%
4	D	Ping Che Road	2-way	18	422	DD	265	43.60%	8.77%	0.24%	11.37%	4.03%	4.50%	9.00%	2.13%	0.00%	0.71%	0.47%	0.24%	0.71%	0.47%	9.24%	2.13%	2.37%	0.00%
4	D	Ping Che Road	2-way	19	359	DD	265	50.97%	9.47%	0.00%	6.96%	2.51%	2.23%	4.46%	2.23%	0.00%	0.28%	0.00%	0.00%	0.28%	0.84%	15.88%	2.79%	1.11%	0.00%
4	D	Ping Che Road	2-way	20	227	DD	265	51.54%	12.78%	0.00%	4.41%	1.76%	0.88%	1.76%	3.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.88%	21.15%	0.88%	0.44%	0.00%
4	D	Ping Che Road	2-way	21	189	DD	265	48.15%	8.47%	0.00%	5.29%	1.59%	1.59%	2.65%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	1.06%	24.87%	2.12%	0.53%	0.00%
4	D	Ping Che Road	2-way	22	134	DD	265	41.04%	11.19%	0.00%	8.96%	2.99%	0.00%	0.75%	3.73%	0.00%	0.00%	0.00%	0.00%	0.00%	1.49%	28.36%	1.49%	0.00%	0.00%
4	D	Ping Che Road	2-way	23	153	DD	265	39.87%	13.07%	0.00%	6.54%	2.61%	0.65%	1.31%	2.61%	0.00%	0.00%	0.00%	0.00%	0.00%	1.31%	30.72%	0.65%	0.65%	0.00%
4	D	Ping Che Road	2-way	24	134	DD	265	29.85%	20.15%	0.00%	2.24%	0.75%	0.00%	0.00%	1.49%	0.00%	0.00%	0.00%	0.00%	0.00%	2.24%	41.79%	1.49%	0.00%	0.00%
5	E	Ping Che Road	2-way	1	75	DD	390	41.33%	32.00%	0.00%	9.33%	4.00%	4.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.33%	0.00%
5	E	Ping Che Road	2-way	2	48	DD	390	39.58%	45.83%	0.00%	6.25%	2.08%	2.08%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	E	Ping Che Road	2-way	3	59	DD	390	32.20%	32.20%	0.00%	22.03%	8.47%	1.69%	3.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	E	Ping Che Road	2-way	4	49	DD	390	26.53%	32.65%	0.00%	22.45%	8.16%	2.04%	6.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.04%	0.00%
5	E	Ping Che Road	2-way	5	60	DD	390	16.67%	18.33%	0.00%	13.33%	5.00%	3.33%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.67%	33.33%	1.67%	1.67%	0.00%
5	E	Ping Che Road	2-way	6	131	DD	390	19.08%	15.27%	0.00%	7.63%	3.05%	3.82%	7.63%	1.53%	0.00%	0.00%	0.00%	0.00%	0.00%	1.53%	37.40%	0.76%	2.29%	0.00%
5	E	Ping Che Road	2-way	7	224	DD	390	27.68%	7.14%	0.00%	10.27%	3.57%	2.68%	5.36%	3.57%	0.00%	1.34%	0.89%	0.45%	1.34%	1.34%	30.36%	2.68%	1.34%	0.00%
5	E	Ping Che Road	2-way	8	487	DD	390	48.46%	5.13%	0.21%	11.70%	4.31%	3.49%	6.98%	2.05%	0.21%	1.03%	0.62%	0.41%	0.82%	0.41%	9.86%	2.46%	1.85%	0.00%
5	E	Ping Che Road	2-way	9	753	DD	390	39.04%	7.84%	0.13%	17.53%	6.37%	5.31%	10.36%	1.46%	0.13%	0.66%	0.40%	0.27%	0.66%	0.27%	5.18%	1.73%	2.66%	0.00%
5	E	Ping Che Road	2-way	10	810	DD	390	27.28%	5.93%	0.25%	18.15%	6.54%	9.26%	18.02%	0.86%	0.00%	0.25%	0.12%	0.12%	0.12%	0.37%	7.16%	0.86%	4.69%	0.00%
5	E	Ping Che Road	2-way	11	683	DD	390	25.77%	6.00%	0.15%	19.77%	7.17%	9.37%	18.30%	0.73%	0.00%	0.29%	0.15%	0.15%	0.29%	0.29%	5.71%	1.02%	4.83%	0.00%
5	E	Ping Che Road	2-way	12	705	DD	390	31.63%	6.10%	0.28%	21.13%	7.66%	7.66%	14.89%	0.71%	0.00%	0.28%	0.14%	0.14%	0.14%	0.14%	4.26%	0.85%	3.97%	0.00%
5	E	Ping Che Road	2-way	13	647	DD	390	29.52%	4.79%	0.15%	19.47%	6.96%	7.42%	14.68%	0.77%	0.15%	0.77%	0.46%	0.31%	0.77%	0.46%	9.12%	0.31%	3.86%	0.00%
5	E	Ping Che Road	2-way	14	750	DD	390	33.87%	6.00%	0.27%	19.73%	7.07%	7.20%	14.13%	0.67%	0.00%	0.40%	0.27%	0.13%	0.40%	0.27%	5.33%	0.53%	3.73%	0.00%
5	E	Ping Che Road	2-way	15	691	DD	390	31.55%	6.37%	0.29%	22.00%	7.96%	7.38%	14.33%	0.43%	0.00%	0.29%	0.14%	0.14%	0.29%	0.14%	4.34%	0.58%	3.76%	0.00%
5	E	Ping Che Road	2-way	16	741	DD	390	32.93%	5.13%	0.27%	19.97%	7.15%	7.42%	14.44%	0.54%	0.13%	0.67%	0.40%	0.27%	0.54%	0.27%	5.40%	0.67%	3.78%	0.00%
5	E	Ping Che Road	2-way	17	721	DD	390	36.06%	5.27%	0.14%	17.61%	6.38%	7.07%	14.01%	0.97%	0.14%	0.69%	0.42%	0.28%	0.69%	0.28%	5.69%	0.69%	3.61%	0.00%
5	E	Ping Che Road	2-way	18	696	DD	390	41.95%	8.48%	0.14%	13.65%	4.89%	5.46%	10.78%	1.29%	0.14%	0.72%	0.43%	0.29%	0.72%	0.29%	5.89%	2.01%	2.87%	0.00%
5	E	Ping Che Road	2-way	19	562	DD	390	51.96%	9.79%	0.18%	8.72%	3.20%	2.85%	5.52%	1.42%	0.00%	0.18%	0.18%	0.00%	0.18%	0.53%	10.85%	3.02%	1.42%	0.00%
5	E	Ping Che Road	2-way	20	341	DD	390	55.43%	13.78%	0.00%	5.57%	2.05%	1.17%	2.35%	2.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.59%	14.96%	1.17%	0.59%	0.00%
5	E	Ping Che Road	2-way	21	284	DD	390	52.11%	9.15%	0.00%	6.69%	2.46%	1.76%	3.52%	2.46%	0.00%	0.00%	0.00%	0.00%	0.00%	0.70%	17.96%	2.11%	1.06%	0.00%
5	E	Ping Che Road	2-way	22	200	DD	390	45.00%	12.50%	0.00%	11.50%	4.00%	0.50%	1.00%	2.50%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	20.00%	2.00%	0.00%	0.00%
5	E	Ping Che Road	2-way	23	226	DD	390	44.69%	15.04%	0.00%	8.41%	3.10%	0.88%	1.77%	1.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.88%	22.12%	0.88%	0.44%	0.00%
5	E	Ping Che Road	2-way	24	189	DD	390	35.45%	23.81%	0.00%	3.17%	1.06%	0.00%	0.00%	1.06%	0.00%	0.00%	0.00%	0.00%	0.00%	1.59%	31.75%	2.12%	0.00%	0.00%
6	F	Ping Che Road	2-way	1	87	DD	75	41.38%	32.18%	0.00%	9.20%	3.45%	3.45%	8.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.30%	0.00%
6	F	Ping Che Road	2-way	2	55	DD	75	40.00%	45.45%	0.00%	7.27%	1.82%	1.82%	3.64%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
6	F	Ping Che Road	2-way	3	68	DD	75	32.35%	32.35%	0.00%	22.06%	7.35%	1.47%	2.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.47%	0.00%
6	F	Ping Che Road	2-way	4	57	DD	75	26.32%	31.58%	0.00%	22.81%	8.77%	3.51%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	0.00%
6	F	Ping Che Road	2-way	5	64	DD	75	17.19%	18.75%	0.00%	14.06%	4.69%	3.13%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.56%	31.25%	1.56%	1.56%	0.00%
6	F	Ping Che Road	2-way	6	142	DD	75	20.42%	16.20%	0.00%	8.45%	2.82%	4.23%	7.75%	1.41%	0.00%	0.00%	0.00%	0.00%	0.00%	1.41%	34.51%	0.70%	2.11%	0.00%
6	F	Ping Che Road	2-way	7	247	DD	75	28.74%	7.29%	0.00%	10.93%	4.05%	2.83%	5.67%	3.24%	0.00%	1.21%	0.81%	0.81%	1.21%	1.21%	27.53%	2.83%	1.62%	0.00%
6	F	Ping Che Road	2-way	8	548	DD	75	48.72%	5.11%	0.18%	12.23%	4.38%	3.65%	7.30%	1.82%	0.18%	0.91%	0.55%	0.36%	0.91%	0.36%	8.76%	2.55%	2.01%	0.00%
6	F	Ping Che Road	2-way	9	860	DD	75	38.60%	7.67%	0.23%	18.14%	6.51%	5.47%	10.70%	1.28%	0.12%	0.70%	0.47%	0.23%	0.58%	0.23%	4.53%	1.74%	2.79%	0.00%
6	F	Ping Che Road	2-way	10	928	DD	75	27.16%	5.82%	0.22%	18.53%	6.68%	9.38%	18.53%	0.75%	0.00%	0.22%	0.11%	0.11%	0.22%	0.32%	6.25%	0.86%	4.85%	0.00%
6	F	Ping Che Road	2-way	11	785	DD	75	25.61%	5.99%	0.25%	20.13%	7.26%	9.55%	18.73%	0.64%	0.00%	0.25%	0.13%	0.13%	0.25%	0.25%	4.97%	1.02%	4.84%	0.00%
6	F	Ping Che Road	2-way	12	810	DD	75	31.60%	6.17%	0.25%	21.48%	7.65%	7.65%	15.19%	0.62%	0.00%	0.25%	0.12%	0.12%	0.25%	0.12%	3.70%	0.86%	3.95%	0.00%
6	F	Ping Che Road	2-way	13	743	DD	75	29.88%	4.85%	0.27%	19.65%	7.00%	7.54%	14.80%	0.67%	0.13%	0.81%	0.54%	0.40%	0.81%	0.40%	7.94%	0.40%	3.90%	0.00%
6	F	Ping Che Road	2-way	14	864	DD	75	34.26%	6.13%	0.23%	19.68%	7.06%	7.18%	14.24%	0.58%	0.12%	0.46%	0.35%	0.23%	0.46%	0.23%	4.63%	0.46%	3.70%	0.00%
6	F	Ping Che Road	2-way	15	793	DD	75	32.28%	6.56%	0.25%	21.94%	7.94%	7.31%	14.38%	0.38%	0.00%	0.25%	0.13%	0.13%	0.25%	0.13%	3.78%	0.50%	3.78%	0.00%
6	F	Ping Che Road	2-way	16	851	DD	75	33.96%	5.29%	0.24%	19.86%	7.17%	7.29%	14.45%	0.47%	0.12%	0.59%	0.35%	0.24%	0.59%	0.24%	4.70%	0.71%	3.76%	0.00%
6	F	Ping Che Road	2-way	17	831	DD	75	37.18%	5.54%	0.24%	17.33%	6.26%	6.98%	13.72%	0.84%	0.12%	0.72%	0.48%	0.36%	0.72%	0.24%	4.93%	0.72%	3.61%	0.00%
6	F	Ping Che Road	2-way	18	807	DD	75	43.37%	8.67%	0.12%	13.38%	4.83%	5.33%	10.53%	1.12%	0.12%	0.74%	0.50%	0.37%	0.74%	0.25%	5.08%	2.11%	2.73%	0.00%
6	F	Ping Che Road	2-way	19	650	DD	75	53.54%	10.15%	0.15%	8.62%	3.08%	2.77%	5.54%	1.23%	0.00%	0.15%	0.15%	0.15%	0.15%	0.46%	9.38%	3.08%	1.38%	0.00%
6	F	Ping Che Road	2-way	20	391	DD	75	57.54%	14.07%	0.00%	5.63%	2.05%	1.28%	2.30%	2.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.51%	13.04%	1.02%	0.51%	0.00%
6	F	Ping Che Road	2-way	21	323	DD	75	54.49%	9.60%	0.00%	6.50%	2.48%	1.86%	3.41%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.62%	15.79%	2.17%	0.93%	0.00%
6	F	Ping Che Road	2-way	22	225	DD	75	47.11%	13.33%	0.00%	11.56%	4.00%	0.44%	0.89%	2.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.89%	17.78%	1.78%	0.00%	0.00%
6	F	Ping Che Road	2-way	23	253	DD	75	46.64%	15.42%	0.00%	8.70%	3.16%	0.79%	1.58%	1.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.79%	19.76%	1.19%	0.40%	0.00%
6	F	Ping Che Road	2-way	24	210	DD	75	37.14%	25.24%	0.00%	3.33%	1.43%	0.00%	0.00%	0.95%	0.00%	0.00%	0.00%	0.00%	0.00%	1.43%	28.57%	1.90%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
7	G	Ng Chow South Road	2-way	1	29	LD	180	41.38%	31.03%	0.00%	10.34%	3.45%	3.45%	6.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%
7	G	Ng Chow South Road	2-way	2	17	LD	180	41.18%	47.06%	0.00%	5.88%	0.00%	0.00%	5.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	3	22	LD	180	31.82%	31.82%	0.00%	22.73%	9.09%	0.00%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	4	17	LD	180	29.41%	35.29%	0.00%	23.53%	5.88%	0.00%	5.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	5	13	LD	180	23.08%	30.77%	0.00%	23.08%	7.69%	7.69%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	6	28	LD	180	32.14%	25.00%	0.00%	14.29%	3.57%	7.14%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%
7	G	Ng Chow South Road	2-way	7	50	LD	180	42.00%	10.00%	0.00%	18.00%	6.00%	4.00%	8.00%	0.00%	0.00%	2.00%	2.00%	0.00%	2.00%	0.00%	0.00%	4.00%	2.00%	0.00%
7	G	Ng Chow South Road	2-way	8	146	LD	180	52.05%	5.48%	0.00%	15.07%	5.48%	4.79%	8.90%	0.00%	0.00%	0.68%	0.68%	0.68%	0.68%	0.00%	0.00%	2.74%	2.74%	0.00%
7	G	Ng Chow South Road	2-way	9	248	LD	180	37.50%	7.26%	0.40%	21.37%	7.66%	6.45%	12.50%	0.00%	0.00%	0.81%	0.40%	0.40%	0.40%	0.00%	0.00%	1.61%	3.23%	0.00%
7	G	Ng Chow South Road	2-way	10	271	LD	180	26.94%	5.90%	0.37%	21.03%	7.75%	10.70%	21.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.74%	5.54%	0.00%
7	G	Ng Chow South Road	2-way	11	233	LD	180	25.75%	6.01%	0.43%	22.32%	7.73%	10.30%	20.60%	0.00%	0.00%	0.43%	0.00%	0.00%	0.43%	0.00%	0.00%	0.86%	5.15%	0.00%
7	G	Ng Chow South Road	2-way	12	243	LD	180	32.51%	6.17%	0.41%	22.63%	8.23%	8.23%	16.05%	0.00%	0.00%	0.41%	0.00%	0.00%	0.41%	0.00%	0.00%	0.82%	4.12%	0.00%
7	G	Ng Chow South Road	2-way	13	211	LD	180	33.18%	5.21%	0.00%	21.80%	7.58%	8.53%	16.11%	0.00%	0.00%	0.95%	0.47%	0.47%	0.95%	0.00%	0.00%	0.47%	4.27%	0.00%
7	G	Ng Chow South Road	2-way	14	257	LD	180	37.74%	6.61%	0.39%	20.23%	7.39%	7.39%	14.40%	0.00%	0.00%	0.39%	0.39%	0.39%	0.39%	0.00%	0.00%	0.39%	3.89%	0.00%
7	G	Ng Chow South Road	2-way	15	238	LD	180	36.13%	7.14%	0.42%	21.85%	7.98%	7.14%	14.29%	0.00%	0.00%	0.42%	0.00%	0.00%	0.42%	0.00%	0.00%	0.42%	3.78%	0.00%
7	G	Ng Chow South Road	2-way	16	251	LD	180	39.44%	6.37%	0.40%	19.12%	6.77%	7.17%	13.94%	0.00%	0.00%	0.80%	0.40%	0.40%	0.80%	0.00%	0.00%	0.80%	3.59%	0.00%
7	G	Ng Chow South Road	2-way	17	243	LD	180	44.86%	6.58%	0.00%	16.46%	5.76%	6.58%	13.17%	0.00%	0.00%	0.82%	0.41%	0.41%	0.82%	0.00%	0.00%	0.82%	3.29%	0.00%
7	G	Ng Chow South Road	2-way	18	243	LD	180	51.85%	10.29%	0.00%	11.93%	4.12%	4.94%	9.47%	0.00%	0.00%	0.82%	0.41%	0.41%	0.82%	0.00%	0.00%	2.47%	2.47%	0.00%
7	G	Ng Chow South Road	2-way	19	192	LD	180	64.58%	11.98%	0.00%	7.81%	2.60%	2.60%	5.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.65%	1.56%	0.00%
7	G	Ng Chow South Road	2-way	20	112	LD	180	70.54%	16.96%	0.00%	5.36%	1.79%	0.89%	2.68%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.89%	0.89%	0.00%
7	G	Ng Chow South Road	2-way	21	88	LD	180	69.32%	12.50%	0.00%	6.82%	2.27%	2.27%	3.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.27%	1.14%	0.00%
7	G	Ng Chow South Road	2-way	22	59	LD	180	61.02%	16.95%	0.00%	13.56%	5.08%	0.00%	1.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.69%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	23	65	LD	180	61.54%	20.00%	0.00%	10.77%	3.08%	1.54%	1.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.54%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	24	48	LD	180	54.17%	37.50%	0.00%	4.17%	2.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.08%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	1	13	LD	165	46.15%	38.46%	0.00%	7.69%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	2	9	LD	165	44.44%	44.44%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	3	11	LD	165	36.36%	36.36%	0.00%	18.18%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	4	9	LD	165	33.33%	33.33%	0.00%	22.22%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	5	7	LD	165	28.57%	28.57%	0.00%	14.29%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	6	15	LD	165	33.33%	26.67%	0.00%	13.33%	6.67%	6.67%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	7	27	LD	165	40.74%	11.11%	0.00%	14.81%	7.41%	3.70%	7.41%	0.00%	0.00%	3.70%	0.00%	0.00%	3.70%	0.00%	0.00%	3.70%	3.70%	0.00%
8	H	Ng Chow South Road	2-way	8	77	LD	165	53.25%	5.19%	0.00%	14.29%	5.19%	3.90%	9.09%	0.00%	0.00%	1.30%	1.30%	0.00%	1.30%	0.00%	0.00%	2.60%	2.60%	0.00%
8	H	Ng Chow South Road	2-way	9	127	LD	165	39.37%	7.87%	0.00%	20.47%	7.09%	6.30%	11.81%	0.00%	0.00%	0.79%	0.79%	0.00%	0.79%	0.00%	0.00%	1.57%	3.15%	0.00%
8	H	Ng Chow South Road	2-way	10	135	LD	165	28.89%	5.93%	0.00%	20.74%	7.41%	10.37%	20.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.74%	5.19%	0.00%
8	H	Ng Chow South Road	2-way	11	115	LD	165	27.83%	6.09%	0.00%	21.74%	7.83%	10.43%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.87%	5.22%	0.00%
8	H	Ng Chow South Road	2-way	12	119	LD	165	35.29%	6.72%	0.00%	21.85%	7.56%	7.56%	15.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.84%	4.20%	0.00%
8	H	Ng Chow South Road	2-way	13	104	LD	165	36.54%	5.77%	0.00%	20.19%	7.69%	7.69%	15.38%	0.00%	0.00%	0.96%	0.96%	0.00%	0.96%	0.00%	0.00%	0.00%	3.85%	0.00%
8	H	Ng Chow South Road	2-way	14	128	LD	165	40.63%	7.03%	0.00%	18.75%	7.03%	7.03%	13.28%	0.00%	0.00%	0.78%	0.00%	0.00%	0.78%	0.00%	0.00%	0.78%	3.91%	0.00%
8	H	Ng Chow South Road	2-way	15	115	LD	165	40.00%	7.83%	0.00%	20.87%	6.96%	6.96%	13.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.87%	3.48%	0.00%
8	H	Ng Chow South Road	2-way	16	123	LD	165	43.09%	6.50%	0.00%	17.89%	6.50%	6.50%	13.01%	0.00%	0.00%	0.81%	0.81%	0.00%	0.81%	0.00%	0.00%	0.81%	3.25%	0.00%
8	H	Ng Chow South Road	2-way	17	121	LD	165	47.93%	7.44%	0.00%	14.88%	4.96%	5.79%	11.57%	0.00%	0.00%	0.83%	0.83%	0.83%	0.83%	0.00%	0.00%	0.83%	3.31%	0.00%
8	H	Ng Chow South Road	2-way	18	122	LD	165	54.92%	11.48%	0.00%	9.84%	3.28%	4.10%	8.20%	0.00%	0.00%	0.82%	0.82%	0.82%	0.82%	0.00%	0.00%	2.46%	2.46%	0.00%
8	H	Ng Chow South Road	2-way	19	98	LD	165	67.35%	12.24%	0.00%	7.14%	2.04%	2.04%	4.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.08%	1.02%	0.00%
8	H	Ng Chow South Road	2-way	20	59	LD	165	71.19%	16.95%	0.00%	5.08%	1.69%	1.69%	1.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.69%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	21	45	LD	165	71.11%	13.33%	0.00%	6.67%	2.22%	2.22%	2.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.22%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	22	29	LD	165	65.52%	17.24%	0.00%	10.34%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	23	34	LD	165	61.76%	20.59%	0.00%	8.82%	2.94%	0.00%	2.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.94%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	24	25	LD	165	56.00%	36.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	1	13	LD	540	46.15%	30.77%	0.00%	7.69%	0.00%	7.69%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	2	8	LD	540	37.50%	50.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	3	10	LD	540	30.00%	30.00%	0.00%	30.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	4	9	LD	540	22.22%	33.33%	0.00%	22.22%	11.11%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	5	8	LD	540	25.00%	25.00%	0.00%	25.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	6	14	LD	540	28.57%	21.43%	0.00%	14.29%	7.14%	7.14%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	0.00%
9	I	Ng Chow Road	2-way	7	23	LD	540	39.13%	8.70%	0.00%	21.74%	8.70%	4.35%	8.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	4.35%	0.00%
9	I	Ng Chow Road	2-way	8	72	LD	540	48.61%	5.56%	0.00%	16.67%	5.56%	5.56%	9.72%	0.00%	0.00%	1.39%	0.00%	0.00%	1.39%	0.00%	0.00%	2.78%	2.78%	0.00%
9	I	Ng Chow Road	2-way	9	120	LD	540	35.00%	6.67%	0.00%	23.33%	8.33%	6.67%	13.33%	0.00%	0.00%	0.83%	0.00%	0.00%	0.83%	0.00%	0.00%	1.67%	3.33%	0.00%
9	I	Ng Chow Road	2-way	10	135	LD	540	24.44%	5.19%	0.00%	22.22%	8.15%	11.11%	22.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.74%	5.93%	0.00%
9	I	Ng Chow Road	2-way	11	117	LD	540	23.93%	5.13%	0.00%	23.08%	8.55%	11.11%	21.37%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.85%	5.98%	0.00%
9	I	Ng Chow Road	2-way	12	122	LD	540	30.33%	5.74%	0.00%	23.77%	9.02%	9.02%	17.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.82%	4.10%	0.00%
9	I	Ng Chow Road	2-way	13	106	LD	540	31.13%	4.72%	0.00%	22.64%	8.49%	8.49%	16.98%	0.00%	0.00%	0.94%	0.94%	0.00%	0.94%	0.00%	0.00%	0.00%	4.72%	0.00%
9	I	Ng Chow Road	2-way	14	130	LD	540	35.38%	6.15%	0.00%	21.54%	7.69%	7.69%	15.38%	0.00%	0.00%	0.77%	0.00%	0.00%	0.77%	0.00%	0.00%	0.77%	3.85%	0.00%
9	I	Ng Chow Road	2-way	15	120	LD	540	34.17%	6.67%	0.00%	23.33%	8.33%	7.50%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%	4.17%	0.00%
9	I	Ng Chow Road	2-way	16	128	LD	540	37.50%	5.47%	0.00%	20.31%	7.03%	7.81%	14.84%	0.00%	0.00%	0.78%	0.78%	0.00%	0.78%	0.00%	0.00%	0.78%	3.91%	0.00%
9	I	Ng Chow Road	2-way	17	125	LD	540	42.40%	6.40%	0.00%	17.60%	6.40%	7.20%	13.60%	0.00%	0.00%	0.80%	0.80%	0.00%	0.80%	0.00%	0.00%	0.80%	3.20%	0.00%
9	I	Ng Chow Road	2-way	18	122	LD	540	50.00%	9.84%	0.00%	13.11%	4.92%	4.92%	9.84%	0.00%	0.00%	0.82%	0.82%	0.00%	0.82%	0.00%	0.00%	2.46%	2.46%	0.00%
9	I	Ng Chow Road	2-way	19	94	LD	540	63.83%	11.70%	0.00%	8.51%	3.19%	3.19%	5.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.19%	1.06%	0.00%
9	I	Ng Chow Road	2-way	20	54	LD	540	70.37%	16.67%	0.00%	5.56%	1.85%	1.85%	1.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.85%	0.00%	0.00%
9	I	Ng Chow Road	2-way	21	42	LD	540	69.05%	11.90%	0.00%	7.14%	2.38%	2.38%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.38%	0.00%	0.00%
9	I	Ng Chow Road	2-way	22	28	LD	540	60.71%	17.86%	0.00%	14.29%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	0.00%
9	I	Ng Chow Road	2-way	23	30	LD	540	63.33%	20.00%	0.00%	10.00%	3.33%	0.00%	3.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	24	22	LD	540	54.55%	36.36%	0.00%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	0.00%
10	J	Ng Chow Road	2-way	1	7	LD	85	57.14%	42.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	2	5	LD	85	40.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	3	5	LD	85	40.00%	40.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	4	4	LD	85	25.00%	50.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	5	3	LD	85	33.33%	33.33%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	6	7	LD	85	42.86%	28.57%	0.00%	14.29%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	7	13	LD	85	46.15%	15.38%	0.00%	15.38%	7.69%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%
10	J	Ng Chow Road	2-way	8	40	LD	85	60.00%	7.50%	0.00%	12.50%	5.00%	2.50%	7.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.50%	2.50%	0.00%
10	J	Ng Chow Road	2-way	9	62	LD	85	45.16%	9.68%	0.00%	17.74%	6.45%	4.84%	11.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.61%	3.23%	0.00%
10	J	Ng Chow Road	2-way	10	66	LD	85	34.85%	7.58%	0.00%	18.18%	6.06%	9.09%	18.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.52%	4.55%	0.00%
10	J	Ng Chow Road	2-way	11	57	LD	85	33.33%	7.02%	0.00%	19.30%	7.02%	8.77%	17.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	5.26%	0.00%
10	J	Ng Chow Road	2-way	12	60	LD	85	41.67%	8.33%	0.00%	18.33%	6.67%	6.67%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.67%	3.33%	0.00%
10	J	Ng Chow Road	2-way	13	53	LD	85	43.40%	7.55%	0.00%	16.98%	5.66%	5.66%	13.21%	0.00%	0.00%	1.89%	0.00%	0.00%	1.89%	0.00%	0.00%	0.00%	3.77%	0.00%
10	J	Ng Chow Road	2-way	14	65	LD	85	49.23%	9.23%	0.00%	15.38%	6.15%	6.15%	10.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.08%	0.00%
10	J	Ng Chow Road	2-way	15	57	LD	85	49.12%	10.53%	0.00%	15.79%	5.26%	5.26%	10.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.51%	0.00%
10	J	Ng Chow Road	2-way	16	63	LD	85	52.38%	7.94%	0.00%	12.70%	4.76%	4.76%	9.52%	0.00%	0.00%	1.59%	0.00%	0.00%	1.59%	0.00%	0.00%	1.59%	3.17%	0.00%
10	J	Ng Chow Road	2-way	17	63	LD	85	58.73%	7.94%	0.00%	11.11%	3.17%	4.76%	7.94%	0.00%	0.00%	1.59%	0.00%	0.00%	1.59%	0.00%	0.00%	1.59%	1.59%	0.00%
10	J	Ng Chow Road	2-way	18	69	LD	85	62.32%	13.04%	0.00%	5.80%	2.90%	2.90%	5.80%	0.00%	0.00%	1.45%	0.00%	0.00%	1.45%	0.00%	0.00%	2.90%	1.45%	0.00%
10	J	Ng Chow Road	2-way	19	58	LD	85	72.41%	13.79%	0.00%	3.45%	1.72%	1.72%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%	0.00%
10	J	Ng Chow Road	2-way	20	35	LD	85	74.29%	20.00%	0.00%	2.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.86%	0.00%	0.00%
10	J	Ng Chow Road	2-way	21	27	LD	85	74.07%	14.81%	0.00%	3.70%	0.00%	0.00%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.70%	0.00%	0.00%
10	J	Ng Chow Road	2-way	22	16	LD	85	75.00%	18.75%	0.00%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	23	18	LD	85	72.22%	22.22%	0.00%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	24	14	LD	85	57.14%	42.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	1	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	2	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	3	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	4	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	5	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	6	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	7	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	8	2	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	9	3	LD	370	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	10	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	11	3	LD	370	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	12	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	13	3	LD	370	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	14	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	15	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	16	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	17	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	18	3	LD	370	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	19	2	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	20	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	21	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	22	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	23	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	24	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	1	14	LD	190	35.71%	28.57%	0.00%	14.29%	7.14%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	2	8	LD	190	37.50%	50.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	3	10	LD	190	30.00%	30.00%	0.00%	30.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	4	10	LD	190	20.00%	30.00%	0.00%	30.00%	10.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	5	8	LD	190	25.00%	25.00%	0.00%	25.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	6	15	LD	190	26.67%	20.00%	0.00%	20.00%	6.67%	6.67%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.67%	0.00%
12	L	Unnamed Road	2-way	7	27	LD	190	37.04%	11.11%	0.00%	22.22%	7.41%	3.70%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.70%	3.70%	0.00%
12	L	Unnamed Road	2-way	8	80	LD	190	47.50%	5.00%	0.00%	17.50%	6.25%	5.00%	11.25%	0.00%	0.00%	1.25%	0.00%	0.00%	1.25%	0.00%	0.00%	2.50%	2.50%	0.00%
12	L	Unnamed Road	2-way	9	144	LD	190	33.33%	6.94%	0.00%	23.61%	8.33%	6.94%	13.89%	0.00%	0.00%	0.69%	0.69%	0.00%	0.69%	0.00%	0.00%	1.39%	3.47%	0.00%
12	L	Unnamed Road	2-way	10	161	LD	190	22.36%	4.97%	0.00%	22.98%	8.07%	11.80%	22.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.62%	6.21%	0.00%
12	L	Unnamed Road	2-way	11	139	LD	190	20.86%	5.04%	0.00%	24.46%	8.63%	11.51%	23.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.72%	5.76%	0.00%
12	L	Unnamed Road	2-way	12	140	LD	190	25.71%	5.00%	0.00%	26.43%	9.29%	9.29%	18.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.71%	5.00%	0.00%
12	L	Unnamed Road	2-way	13	123	LD	190	25.20%	4.07%	0.00%	25.20%	8.94%	9.76%	19.51%	0.00%	0.00%	0.81%	0.81%	0.00%	0.81%	0.00%	0.00%	0.00%	4.88%	0.00%
12	L	Unnamed Road	2-way	14	147	LD	190	28.57%	4.76%	0.00%	24.49%	8.84%	8.84%	17.69%	0.00%	0.00%	0.68%	0.00%	0.00%	0.68%	0.00%	0.00%	0.68%	4.76%	0.00%
12	L	Unnamed Road	2-way	15	136	LD	190	26.47%	5.15%	0.00%	27.21%	9.56%	8.82%	17.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.74%	4.41%	0.00%
12	L	Unnamed Road	2-way	16	144	LD	190	27.78%	4.17%	0.00%	25.00%	9.03%	9.03%	18.06%	0.00%	0.00%	0.69%	0.00%	0.00%	0.69%	0.00%	0.00%	0.69%	4.86%	0.00%
12	L	Unnamed Road	2-way	17	136	LD	190	31.62%	4.41%	0.00%	22.06%	8.09%	8.82%	17.65%	0.00%	0.00%	0.74%	0.74%	0.00%	0.74%	0.00%	0.00%	0.74%	4.41%	0.00%
12	L	Unnamed Road	2-way	18	126	LD	190	38.10%	7.94%	0.00%	18.25%	6.35%	7.14%	14.29%	0.00%	0.00%	0.79%	0.79%	0.00%	0.79%	0.00%	0.00%	1.59%	3.97%	0.00%
12	L	Unnamed Road	2-way	19	89	LD	190	53.93%	10.11%	0.00%	13.48%	4.49%	4.49%	7.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.37%	2.25%	0.00%
12	L	Unnamed Road	2-way	20	51	LD	190	60.78%	15.69%	0.00%	9.80%	3.92%	1.96%	3.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.96%	1.96%	0.00%
12	L	Unnamed Road	2-way	21	39	LD	190	61.54%	10.26%	0.00%	10.26%	5.13%	2.56%	5.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.56%	2.56%	0.00%
12	L	Unnamed Road	2-way	22	28	LD	190	53.57%	14.29%	0.00%	21.43%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	0.00%
12	L	Unnamed Road	2-way	23	29	LD	190	55.17%	17.24%	0.00%	17.24%	6.90%	0.00%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	24	22	LD	190	50.00%	31.82%	0.00%	9.09%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
13	M	Unnamed Road	2-way	1	14	LD	105	35.71%	28.57%	0.00%	14.29%	7.14%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	2	7	LD	105	42.86%	42.86%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	3	10	LD	105	30.00%	30.00%	0.00%	30.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	4	8	LD	105	25.00%	25.00%	0.00%	25.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	5	7	LD	105	14.29%	28.57%	0.00%	28.57%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	6	14	LD	105	28.57%	21.43%	0.00%	14.29%	7.14%	7.14%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	0.00%
13	M	Unnamed Road	2-way	7	23	LD	105	39.13%	8.70%	0.00%	21.74%	8.70%	4.35%	8.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	4.35%	0.00%
13	M	Unnamed Road	2-way	8	71	LD	105	47.89%	5.63%	0.00%	16.90%	5.63%	5.63%	9.86%	0.00%	0.00%	1.41%	0.00%	0.00%	1.41%	0.00%	0.00%	2.82%	2.82%	0.00%
13	M	Unnamed Road	2-way	9	121	LD	105	35.54%	6.61%	0.00%	23.14%	8.26%	6.61%	13.22%	0.00%	0.00%	0.83%	0.00%	0.00%	0.83%	0.00%	0.00%	1.65%	3.31%	0.00%
13	M	Unnamed Road	2-way	10	137	LD	105	23.36%	5.11%	0.00%	22.63%	8.03%	11.68%	22.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.73%	5.84%	0.00%
13	M	Unnamed Road	2-way	11	117	LD	105	22.22%	5.13%	0.00%	23.93%	8.55%	11.11%	22.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.85%	5.98%	0.00%
13	M	Unnamed Road	2-way	12	121	LD	105	27.27%	4.96%	0.00%	25.62%	9.09%	9.09%	18.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%	4.96%	0.00%
13	M	Unnamed Road	2-way	13	107	LD	105	27.10%	4.67%	0.00%	24.30%	9.35%	9.35%	18.69%	0.00%	0.00%	0.93%	0.00%	0.00%	0.93%	0.00%	0.00%	0.00%	4.67%	0.00%
13	M	Unnamed Road	2-way	14	128	LD	105	29.69%	5.47%	0.00%	24.22%	8.59%	8.59%	17.19%	0.00%	0.00%	0.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.78%	4.69%	0.00%
13	M	Unnamed Road	2-way	15	121	LD	105	27.27%	5.79%	0.00%	26.45%	9.09%	9.09%	17.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%	4.13%	0.00%
13	M	Unnamed Road	2-way	16	129	LD	105	29.46%	4.65%	0.00%	24.03%	8.53%	8.53%	17.83%	0.00%	0.00%	0.78%	0.00%	0.00%	0.78%	0.00%	0.00%	0.78%	4.65%	0.00%
13	M	Unnamed Road	2-way	17	125	LD	105	32.00%	4.80%	0.00%	21.60%	8.00%	8.80%	16.80%	0.00%	0.00%	0.80%	0.80%	0.00%	0.80%	0.00%	0.00%	0.80%	4.80%	0.00%
13	M	Unnamed Road	2-way	18	115	LD	105	40.00%	7.83%	0.00%	17.39%	6.09%	6.96%	13.91%	0.00%	0.00%	0.87%	0.87%	0.00%	0.87%	0.00%	0.00%	1.74%	3.48%	0.00%
13	M	Unnamed Road	2-way	19	84	LD	105	54.76%	10.71%	0.00%	11.90%	4.76%	3.57%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	2.38%	0.00%
13	M	Unnamed Road	2-way	20	45	LD	105	64.44%	15.56%	0.00%	8.89%	2.22%	2.22%	4.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.22%	0.00%	0.00%
13	M	Unnamed Road	2-way	21	37	LD	105	62.16%	10.81%	0.00%	10.81%	2.70%	2.70%	5.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.70%	2.70%	0.00%
13	M	Unnamed Road	2-way	22	26	LD	105	53.85%	15.38%	0.00%	19.23%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.85%	0.00%	0.00%
13	M	Unnamed Road	2-way	23	26	LD	105	57.69%	19.23%	0.00%	15.38%	3.85%	0.00%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	24	19	LD	105	52.63%	36.84%	0.00%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.26%	0.00%	0.00%
14	N	Unnamed Road	2-way	1	9	LD	420	44.44%	33.33%	0.00%	11.11%	0.00%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	2	4	LD	420	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	3	7	LD	420	28.57%	28.57%	0.00%	28.57%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	4	7	LD	420	28.57%	28.57%	0.00%	28.57%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	5	4	LD	420	25.00%	25.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	6	10	LD	420	30.00%	20.00%	0.00%	20.00%	10.00%	10.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	7	17	LD	420	41.18%	11.76%	0.00%	17.65%	5.88%	5.88%	11.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.88%	0.00%	0.00%
14	N	Unnamed Road	2-way	8	53	LD	420	50.94%	5.66%	0.00%	15.09%	5.66%	5.66%	9.43%	0.00%	0.00%	1.89%	0.00%	0.00%	1.89%	0.00%	0.00%	1.89%	1.89%	0.00%
14	N	Unnamed Road	2-way	9	91	LD	420	37.36%	7.69%	0.00%	20.88%	7.69%	6.59%	12.09%	0.00%	0.00%	1.10%	0.00%	0.00%	1.10%	0.00%	0.00%	2.20%	3.30%	0.00%
14	N	Unnamed Road	2-way	10	98	LD	420	25.51%	5.10%	0.00%	21.43%	8.16%	11.22%	21.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.02%	6.12%	0.00%
14	N	Unnamed Road	2-way	11	87	LD	420	22.99%	5.75%	0.00%	22.99%	8.05%	11.49%	21.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.15%	5.75%	0.00%
14	N	Unnamed Road	2-way	12	91	LD	420	28.57%	5.49%	0.00%	25.27%	8.79%	8.79%	17.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.10%	4.40%	0.00%
14	N	Unnamed Road	2-way	13	82	LD	420	26.83%	4.88%	0.00%	24.39%	8.54%	9.76%	18.29%	0.00%	0.00%	1.22%	0.00%	0.00%	1.22%	0.00%	0.00%	0.00%	4.88%	0.00%
14	N	Unnamed Road	2-way	14	96	LD	420	30.21%	5.21%	0.00%	25.00%	8.33%	9.38%	17.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.17%	0.00%
14	N	Unnamed Road	2-way	15	92	LD	420	27.17%	5.43%	0.00%	27.17%	9.78%	8.70%	17.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	0.00%
14	N	Unnamed Road	2-way	16	101	LD	420	27.72%	3.96%	0.00%	24.75%	8.91%	8.91%	17.82%	0.00%	0.00%	0.99%	0.00%	0.00%	0.99%	0.00%	0.00%	0.99%	4.95%	0.00%
14	N	Unnamed Road	2-way	17	98	LD	420	30.61%	4.08%	0.00%	22.45%	8.16%	9.18%	17.35%	0.00%	0.00%	1.02%	0.00%	0.00%	1.02%	0.00%	0.00%	1.02%	5.10%	0.00%
14	N	Unnamed Road	2-way	18	91	LD	420	37.36%	7.69%	0.00%	18.68%	6.59%	7.69%	14.29%	0.00%	0.00%	1.10%	0.00%	0.00%	1.10%	0.00%	0.00%	2.20%	3.30%	0.00%
14	N	Unnamed Road	2-way	19	63	LD	420	53.97%	9.52%	0.00%	14.29%	4.76%	4.76%	7.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.17%	1.59%	0.00%
14	N	Unnamed Road	2-way	20	33	LD	420	66.67%	15.15%	0.00%	9.09%	3.03%	3.03%	3.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	21	28	LD	420	60.71%	10.71%	0.00%	10.71%	3.57%	3.57%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	0.00%
14	N	Unnamed Road	2-way	22	18	LD	420	55.56%	16.67%	0.00%	22.22%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	23	21	LD	420	57.14%	19.05%	0.00%	14.29%	4.76%	0.00%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	24	14	LD	420	57.14%	35.71%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	1	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	2	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	3	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	4	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	5	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	6	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	7	1	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	8	2	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	9	5	LD	150	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	10	4	LD	150	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	11	4	LD	150	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	12	4	LD	150	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	13	4	LD	150	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	14	6	LD	150	50.00%	16.67%	0.00%	16.67%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	15	6	LD	150	50.00%	16.67%	0.00%	16.67%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	16	6	LD	150	50.00%	0.00%	0.00%	16.67%	0.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	17	6	LD	150	50.00%	0.00%	0.00%	16.67%	0.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	18	7	LD	150	57.14%	14.29%	0.00%	14.29%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	19	6	LD	150	66.67%	16.67%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	20	3	LD	150	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	21	2	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	22	1	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	23	1	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	24	2	LD	150	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	1	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	2	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	3	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	4	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	5	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	6	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	7	5	LD	315	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	8	18	LD	315	83.33%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	0.00%	0.00%
16	P	Unnamed Road	2-way	9	24	LD	315	79.17%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.17%	0.00%	0.00%
16	P	Unnamed Road	2-way	10	19	LD	315	73.68%	15.79%	0.00%	5.26%	0.00%	0.00%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	11	13	LD	315	76.92%	15.38%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	12	14	LD	315	78.57%	14.29%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	13	10	LD	315	90.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	14	14	LD	315	78.57%	14.29%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	15	11	LD	315	72.73%	18.18%	0.00%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	16	10	LD	315	80.00%	10.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	17	9	LD	315	77.78%	11.11%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	18	8	LD	315	87.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	19	8	LD	315	87.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	20	6	LD	315	83.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	21	6	LD	315	83.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	22	4	LD	315	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	23	5	LD	315	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	24	5	LD	315	60.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	1	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	2	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	3	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	4	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	5	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	6	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	7	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	8	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	9	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	10	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	11	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	12	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	13	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	14	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	15	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	16	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	17	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	18	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	19	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	20	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	21	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	22	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	23	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	24	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	1	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	2	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	3	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	4	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	5	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	6	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	7	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	8	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	9	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	10	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	11	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	12	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	13	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	14	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	15	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	16	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	17	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	18	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	19	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	20	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	21	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	22	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	23	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	24	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
20	EP8_3	EP8_3	1-way	1	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	2	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	3	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	4	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	5	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	6	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	7	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	8	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	9	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	10	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	11	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	12	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	13	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	14	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	15	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	16	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	17	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	18	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	19	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	20	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	21	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	22	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	23	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	24	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	1	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	2	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	3	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	4	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	5	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	6	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	7	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	8	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	9	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	10	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	11	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	12	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	13	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	14	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	15	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	16	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	17	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	18	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	19	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	20	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	21	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	22	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	23	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	24	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	1	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	2	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	3	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	4	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	5	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	6	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	7	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	8	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	9	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	10	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	11	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	12	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	13	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	14	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	15	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	16	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	17	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	18	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	19	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	20	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	21	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	22	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	23	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	24	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	1	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	2	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	3	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	4	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	5	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	6	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	7	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	8	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	9	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	10	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	11	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	12	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	13	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	14	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	15	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	16	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	17	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	18	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	19	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	20	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	21	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	22	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	23	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	24	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	1	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	2	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	3	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	4	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	5	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	6	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	7	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	8	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	9	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	10	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	11	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	12	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	13	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	14	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	15	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	16	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	17	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	18	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	19	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	20	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	21	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	22	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	23	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	24	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	1	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	2	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	3	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	4	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	5	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	6	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	7	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	8	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	9	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	10	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	11	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	12	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	13	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	14	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	15	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	16	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	17	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	18	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	19	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	20	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	21	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	22	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	23	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	24	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
26	EP9_4	EP9_4	1-way	1	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	2	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	3	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	4	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	5	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	6	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	7	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	8	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	9	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	10	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	11	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	12	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	13	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	14	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	15	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	16	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	17	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	18	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	19	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	20	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	21	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	22	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	23	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	24	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	1	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	2	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	3	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	4	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	5	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	6	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	7	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	8	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	9	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	10	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	11	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	12	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	13	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	14	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	15	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	16	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	17	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	18	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	19	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	20	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	21	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	22	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	23	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	24	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	1	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	2	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	3	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	4	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	5	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	6	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	7	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	8	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	9	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	10	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	11	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	12	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	13	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	14	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	15	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	16	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	17	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	18	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	19	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	20	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	21	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	22	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	23	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	24	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	1	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	2	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	3	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	4	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	5	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	6	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	7	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	8	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	9	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	10	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	11	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	12	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	13	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	14	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	15	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	16	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	17	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	18	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	19	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	20	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	21	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	22	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	23	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	24	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	1	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	2	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	3	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	4	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	5	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	6	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	7	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	8	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	9	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	10	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	11	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	12	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	13	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	14	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	15	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	16	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	17	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	18	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	19	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	20	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	21	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	22	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	23	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	24	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	1	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	2	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	3	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	4	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	5	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	6	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	7	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	8	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	9	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	10	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	11	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	12	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	13	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	14	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	15	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	16	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	17	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	18	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	19	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	20	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	21	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	22	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	23	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	24	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
32	EP10_4	EP10_4	1-way	1	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	2	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	3	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	4	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	5	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	6	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	7	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	8	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	9	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	10	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	11	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	12	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	13	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	14	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	15	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	16	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	17	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	18	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	19	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	20	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	21	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	22	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	23	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	24	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	1	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	2	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	3	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	4	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	5	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	6	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	7	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	8	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	9	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	10	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	11	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	12	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	13	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	14	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	15	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	16	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	17	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	18	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	19	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	20	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	21	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	22	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	23	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	24	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	1	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	2	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	3	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	4	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	5	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	6	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	7	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	8	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	9	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	10	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	11	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	12	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	13	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	14	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	15	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	16	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	17	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	18	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	19	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	20	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	21	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	22	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	23	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	24	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	1	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	2	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	3	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	4	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	5	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	6	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	7	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	8	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	9	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	10	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	11	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	12	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	13	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	14	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	15	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	16	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	17	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	18	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	19	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	20	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	21	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	22	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	23	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	24	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	1	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	2	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	3	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	4	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	5	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	6	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	7	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	8	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	9	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	10	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	11	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	12	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	13	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	14	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	15	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	16	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	17	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	18	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	19	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	20	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	21	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	22	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	23	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	24	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	1	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	2	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	3	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	4	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	5	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	6	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	7	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	8	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	9	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	10	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	11	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	12	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	13	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	14	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	15	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	16	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	17	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	18	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	19	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	20	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	21	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	22	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	23	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	24	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
38	EP11_1	EP11_1	2-way	1	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	2	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	3	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	4	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	5	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	6	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	7	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	8	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	9	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	10	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	11	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	12	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	13	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	14	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	15	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	16	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	17	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	18	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	19	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	20	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	21	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	22	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	23	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	24	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	1	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	2	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	3	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	4	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	5	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	6	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	7	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	8	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	9	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	10	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	11	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	12	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	13	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	14	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	15	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	16	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	17	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	18	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	19	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	20	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	21	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	22	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	23	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	24	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	1	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	2	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	3	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	4	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	5	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	6	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	7	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	8	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	9	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	10	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	11	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	12	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	13	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	14	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	15	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	16	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	17	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	18	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	19	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	20	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	21	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	22	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	23	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	24	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	1	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	2	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	3	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	4	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	5	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	6	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	7	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	8	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	9	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	10	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	11	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	12	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	13	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	14	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	15	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	16	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	17	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	18	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	19	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	20	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	21	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	22	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	23	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	24	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	1	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	2	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	3	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	4	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	5	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	6	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	7	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	8	10	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	9	10	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	10	10	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	11	10	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	12	10	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	13	10	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	14	10	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	15	10	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	16	10	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	17	10	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	18	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	19	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	20	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	21	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	22	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	23	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	24	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	1	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	2	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	3	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	4	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	5	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	6	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	7	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	8	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	9	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	10	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	11	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	12	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	13	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	14	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	15	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	16	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	17	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	18	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	19	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	20	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	21	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	22	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	23	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	24	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Speed Data (kph)

Road ID	Road Link No.	Road Name	1/2 -way	Road Type	Speed Limit (kph)	Length (m)	Speed (kph)																						
							00:00-01:00	01:00-02:00	02:00-03:00	03:00-04:00	04:00-05:00	05:00-06:00	06:00-07:00	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00
1	A	Ping Yuen Road	2-way	LD	50	305	29	29	29	29	29	29	28	25	24	24	24	24	24	24	24	24	24	24	25	26	27	28	27	28
2	B	Ping Yuen Road	2-way	LD	50	415	29	29	29	29	29	28	27	24	24	23	24	24	24	23	23	23	23	24	24	25	26	27	27	28
3	C	Ping Yuen Road	2-way	LD	50	215	28	29	28	29	29	27	25	23	21	21	21	21	22	21	21	21	21	21	23	24	25	25	25	26
4	D	Ping Che Road	2-way	DD	50	265	37	38	38	38	36	31	30	29	28	28	28	28	28	28	28	28	28	28	29	29	30	30	30	30
5	E	Ping Che Road	2-way	DD	50	390	35	37	36	37	35	30	29	28	26	25	26	26	26	26	26	26	26	27	28	29	29	30	29	30
6	F	Ping Che Road	2-way	DD	50	75	35	37	36	36	35	30	29	28	25	24	25	26	26	25	26	25	25	26	27	29	29	30	29	30
7	G	Ng Chow South Road	2-way	LD	50	180	29	30	29	29	30	29	28	25	24	24	24	24	24	24	24	24	24	24	25	27	28	28	28	29
8	H	Ng Chow South Road	2-way	LD	50	165	30	30	30	30	30	30	29	28	26	25	26	26	26	26	26	26	26	26	27	28	29	29	29	29
9	I	Ng Chow Road	2-way	LD	50	540	29	30	29	29	29	29	28	25	24	24	24	24	24	24	24	24	24	24	25	27	28	28	28	29
10	J	Ng Chow Road	2-way	LD	50	85	30	30	30	30	30	30	29	28	26	25	26	26	26	26	26	26	26	26	27	28	29	29	29	29
11	K	Unnamed Road	2-way	LD	50	370	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
12	L	Unnamed Road	2-way	LD	50	190	29	30	29	29	29	29	28	25	24	23	24	24	24	24	24	24	24	24	25	27	28	28	28	29
13	M	Unnamed Road	2-way	LD	50	105	29	30	29	29	30	29	28	25	24	24	24	24	24	24	24	24	24	24	25	27	28	29	29	29
14	N	Unnamed Road	2-way	LD	50	420	29	30	30	30	30	29	29	27	25	24	25	25	25	25	25	24	25	25	26	28	28	29	29	29
15	O	Unnamed Road	2-way	LD	50	150	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
16	P	Unnamed Road	2-way	LD	50	315	30	30	30	30	30	30	30	29	29	29	29	29	30	29	29	29	30	30	30	30	30	30	30	30
18	EP8_1	On Site Paved Roads	1-way	N/A	10	35.3	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
19	EP8_2	On Site Paved Roads	1-way	N/A	10	41.7	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
20	EP8_3	On Site Paved Roads	1-way	N/A	10	29.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
21	EP8_4	On Site Paved Roads	1-way	N/A	10	32.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
22	EP8_5	On Site Paved Roads	1-way	N/A	10	16.5	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
23	EP9_1	On Site Paved Roads	1-way	N/A	10	35.3	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
24	EP9_2	On Site Paved Roads	1-way	N/A	10	17.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
25	EP9_3	On Site Paved Roads	1-way	N/A	10	31.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
26	EP9_4	On Site Paved Roads	1-way	N/A	10	14.3	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
27	EP9_5	On Site Paved Roads	1-way	N/A	10	25.9	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
28	EP9_6	On Site Paved Roads	1-way	N/A	10	12.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
29	EP10_1	On Site Paved Roads	1-way	N/A	10	35.3	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
30	EP10_2	On Site Paved Roads	1-way	N/A	10	17.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
31	EP10_3	On Site Paved Roads	1-way	N/A	10	31.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
32	EP10_4	On Site Paved Roads	1-way	N/A	10	20.9	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
33	EP10_5	On Site Paved Roads	1-way	N/A	10	21	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
34	EP10_6	On Site Paved Roads	1-way	N/A	10	13.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
35	EP10_7	On Site Paved Roads	1-way	N/A	10	13.7	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
36	EP10_8	On Site Paved Roads	1-way	N/A	10	13.7	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
37	EP10_9	On Site Paved Roads	1-way	N/A	10	12.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
38	EP11_1	On Site Paved Roads	1-way	N/A	10	14.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
39	EP11_2	On Site Paved Roads	1-way	N/A	10	13.9	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
40	EP11_3	On Site Paved Roads	1-way	N/A	10	13.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
41	EP12_1	On Site Paved Roads	1-way	N/A	10	33	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
42	EP12_2	On Site Paved Roads	1-way	N/A	10	26.2	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
43	EP12_3	On Site Paved Roads	1-way	N/A	10	26.5	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0

Emission Factors of RSP, FSP and NO_X (VMT):

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
A	1	1_1	LD	1	18	0.305	1.455550	0.027359	0.025216
A	1	1_2	LD	2	11	0.305	0.647411	0.009154	0.008483
A	1	1_3	LD	3	14	0.305	1.026830	0.016580	0.015295
A	1	1_4	LD	4	10	0.305	1.135214	0.017428	0.016064
A	1	1_5	LD	5	9	0.305	4.612488	0.071283	0.065578
A	1	1_6	LD	6	20	0.305	5.408918	0.081902	0.075363
A	1	1_7	LD	7	35	0.305	4.897284	0.087029	0.079803
A	1	1_8	LD	8	94	0.305	2.693652	0.058058	0.053082
A	1	1_9	LD	9	146	0.305	2.869044	0.061270	0.056156
A	1	1_10	LD	10	152	0.305	4.180619	0.083876	0.077031
A	1	1_11	LD	11	132	0.305	4.135281	0.083530	0.076684
A	1	1_12	LD	12	140	0.305	3.508910	0.071334	0.065561
A	1	1_13	LD	13	130	0.305	4.002053	0.081174	0.074605
A	1	1_14	LD	14	159	0.305	3.514463	0.073493	0.067560
A	1	1_15	LD	15	148	0.305	3.481230	0.070914	0.065177
A	1	1_16	LD	16	162	0.305	3.620065	0.075010	0.068953
A	1	1_17	LD	17	160	0.305	3.503813	0.073157	0.067254
A	1	1_18	LD	18	161	0.305	2.934807	0.063474	0.058138
A	1	1_19	LD	19	124	0.305	2.075697	0.044945	0.041018
A	1	1_20	LD	20	73	0.305	1.839886	0.035764	0.032778
A	1	1_21	LD	21	58	0.305	2.325145	0.045561	0.041635
A	1	1_22	LD	22	38	0.305	1.970968	0.035580	0.032525
A	1	1_23	LD	23	43	0.305	2.476940	0.043002	0.039395
A	1	1_24	LD	24	33	0.305	2.670585	0.040419	0.036927
B	2	2_1	LD	1	22	0.415	1.332467	0.025014	0.023062
B	2	2_2	LD	2	14	0.415	0.646599	0.008213	0.007614
B	2	2_3	LD	3	16	0.415	0.964505	0.015400	0.014213
B	2	2_4	LD	4	13	0.415	1.662499	0.029411	0.027083
B	2	2_5	LD	5	12	0.415	3.712934	0.057091	0.052534
B	2	2_6	LD	6	25	0.415	4.938170	0.077286	0.071150
B	2	2_7	LD	7	46	0.415	3.982737	0.074835	0.068427
B	2	2_8	LD	8	130	0.415	2.349217	0.053799	0.049187
B	2	2_9	LD	9	196	0.415	2.439155	0.054401	0.049788
B	2	2_10	LD	10	189	0.415	3.745649	0.076731	0.070516
B	2	2_11	LD	11	161	0.415	3.827436	0.079276	0.072809
B	2	2_12	LD	12	176	0.415	3.234054	0.066878	0.061417
B	2	2_13	LD	13	158	0.415	3.741946	0.076842	0.070640
B	2	2_14	LD	14	193	0.415	3.432776	0.072399	0.066592
B	2	2_15	LD	15	182	0.415	3.646870	0.075929	0.069828
B	2	2_16	LD	16	195	0.415	3.772985	0.078532	0.072230
B	2	2_17	LD	17	191	0.415	3.730609	0.077836	0.071592
B	2	2_18	LD	18	183	0.415	3.108165	0.066637	0.061079
B	2	2_19	LD	19	139	0.415	2.166318	0.047469	0.043299
B	2	2_20	LD	20	82	0.415	1.862351	0.037097	0.034033
B	2	2_21	LD	21	68	0.415	2.263431	0.045654	0.041697
B	2	2_22	LD	22	44	0.415	1.807436	0.033379	0.030549
B	2	2_23	LD	23	53	0.415	2.265384	0.039934	0.036620
B	2	2_24	LD	24	41	0.415	2.359545	0.036136	0.033050
C	3	3_1	LD	1	40	0.215	1.760652	0.033834	0.031180
C	3	3_2	LD	2	26	0.215	1.095709	0.018002	0.016605
C	3	3_3	LD	3	29	0.215	1.331290	0.023184	0.021371
C	3	3_4	LD	4	24	0.215	1.635775	0.027838	0.025637
C	3	3_5	LD	5	21	0.215	3.158664	0.054036	0.049185
C	3	3_6	LD	6	43	0.215	3.845364	0.065343	0.059897
C	3	3_7	LD	7	80	0.215	3.543356	0.070980	0.064895
C	3	3_8	LD	8	225	0.215	2.387294	0.055001	0.050305
C	3	3_9	LD	9	360	0.215	2.902549	0.064207	0.058854
C	3	3_10	LD	10	369	0.215	4.313552	0.090276	0.082934
C	3	3_11	LD	11	318	0.215	4.364458	0.091514	0.084050
C	3	3_12	LD	12	337	0.215	3.741202	0.079139	0.072710
C	3	3_13	LD	13	298	0.215	4.000345	0.084468	0.077729
C	3	3_14	LD	14	360	0.215	3.706387	0.079143	0.072755
C	3	3_15	LD	15	337	0.215	3.769915	0.079596	0.073164
C	3	3_16	LD	16	359	0.215	3.848112	0.082110	0.075451
C	3	3_17	LD	17	351	0.215	3.812389	0.082125	0.075498
C	3	3_18	LD	18	337	0.215	3.169951	0.070792	0.064897
C	3	3_19	LD	19	256	0.215	1.994641	0.046559	0.042491
C	3	3_20	LD	20	148	0.215	1.476471	0.032133	0.029463
C	3	3_21	LD	21	119	0.215	1.778427	0.038843	0.035490
C	3	3_22	LD	22	81	0.215	1.507631	0.030931	0.028211
C	3	3_23	LD	23	92	0.215	1.863099	0.035495	0.032566
C	3	3_24	LD	24	69	0.215	1.661735	0.027583	0.025071

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
D	4	4_1	DD	1	43	0.265	0.980386	0.023792	0.021853
D	4	4_2	DD	2	28	0.265	0.681092	0.011823	0.010846
D	4	4_3	DD	3	32	0.265	0.872264	0.016068	0.014771
D	4	4_4	DD	4	27	0.265	1.058275	0.020129	0.018507
D	4	4_5	DD	5	40	0.265	4.236260	0.148430	0.136553
D	4	4_6	DD	6	91	0.265	5.083479	0.173455	0.159573
D	4	4_7	DD	7	153	0.265	4.678950	0.157684	0.145107
D	4	4_8	DD	8	291	0.265	2.603003	0.082760	0.076113
D	4	4_9	DD	9	430	0.265	2.482185	0.073450	0.067577
D	4	4_10	DD	10	463	0.265	3.347662	0.101442	0.093328
D	4	4_11	DD	11	386	0.265	3.224776	0.096550	0.088822
D	4	4_12	DD	12	398	0.265	2.705021	0.079443	0.073095
D	4	4_13	DD	13	380	0.265	3.362443	0.104687	0.096332
D	4	4_14	DD	14	432	0.265	2.744880	0.082638	0.076044
D	4	4_15	DD	15	394	0.265	2.645151	0.078126	0.071889
D	4	4_16	DD	16	431	0.265	2.802396	0.084870	0.078093
D	4	4_17	DD	17	424	0.265	2.706493	0.082401	0.075826
D	4	4_18	DD	18	422	0.265	2.353198	0.072842	0.067016
D	4	4_19	DD	19	359	0.265	2.288638	0.075125	0.069086
D	4	4_20	DD	20	227	0.265	2.465410	0.081678	0.075147
D	4	4_21	DD	21	189	0.265	2.788975	0.094711	0.087158
D	4	4_22	DD	22	134	0.265	3.062662	0.102157	0.094021
D	4	4_23	DD	23	153	0.265	3.276106	0.110621	0.101821
D	4	4_24	DD	24	134	0.265	4.063973	0.139594	0.128469
E	5	5_1	DD	1	75	0.39	1.100547	0.026625	0.024492
E	5	5_2	DD	2	48	0.39	0.740211	0.013290	0.012197
E	5	5_3	DD	3	59	0.39	1.015368	0.019735	0.018136
E	5	5_4	DD	4	49	0.39	1.262780	0.027756	0.025513
E	5	5_5	DD	5	60	0.39	3.646173	0.121774	0.112000
E	5	5_6	DD	6	131	0.39	4.500319	0.149117	0.137238
E	5	5_7	DD	7	224	0.39	4.010379	0.131843	0.121245
E	5	5_8	DD	8	487	0.39	2.274945	0.070264	0.064646
E	5	5_9	DD	9	753	0.39	2.404842	0.069055	0.063504
E	5	5_10	DD	10	810	0.39	3.389106	0.098773	0.090845
E	5	5_11	DD	11	683	0.39	3.234805	0.093960	0.086431
E	5	5_12	DD	12	705	0.39	2.759206	0.078546	0.072254
E	5	5_13	DD	13	647	0.39	3.246386	0.097221	0.089443
E	5	5_14	DD	14	750	0.39	2.765243	0.080516	0.074070
E	5	5_15	DD	15	691	0.39	2.721067	0.077942	0.071703
E	5	5_16	DD	16	741	0.39	2.840360	0.082857	0.076222
E	5	5_17	DD	17	721	0.39	2.779175	0.081941	0.075376
E	5	5_18	DD	18	696	0.39	2.318767	0.069556	0.063999
E	5	5_19	DD	19	562	0.39	2.015886	0.063663	0.058569
E	5	5_20	DD	20	341	0.39	1.963527	0.063486	0.058411
E	5	5_21	DD	21	284	0.39	2.348830	0.077687	0.071455
E	5	5_22	DD	22	200	0.39	2.399228	0.077170	0.071018
E	5	5_23	DD	23	226	0.39	2.637655	0.085970	0.079090
E	5	5_24	DD	24	189	0.39	3.198413	0.107453	0.098881
F	6	6_1	DD	1	87	0.075	1.128472	0.027851	0.025620
F	6	6_2	DD	2	55	0.075	0.714745	0.012319	0.011303
F	6	6_3	DD	3	68	0.075	1.051659	0.020995	0.019296
F	6	6_4	DD	4	57	0.075	1.294985	0.027732	0.025495
F	6	6_5	DD	5	64	0.075	3.530141	0.117329	0.107914
F	6	6_6	DD	6	142	0.075	4.263597	0.140050	0.128894
F	6	6_7	DD	7	247	0.075	3.817711	0.124110	0.114130
F	6	6_8	DD	8	548	0.075	2.215390	0.068085	0.062639
F	6	6_9	DD	9	860	0.075	2.450344	0.069604	0.064002
F	6	6_10	DD	10	928	0.075	3.460568	0.100170	0.092142
F	6	6_11	DD	11	785	0.075	3.289657	0.094676	0.087076
F	6	6_12	DD	12	810	0.075	2.732721	0.077655	0.071434
F	6	6_13	DD	13	743	0.075	3.161863	0.094035	0.086511
F	6	6_14	DD	14	864	0.075	2.790162	0.080635	0.074169
F	6	6_15	DD	15	793	0.075	2.658266	0.075864	0.069793
F	6	6_16	DD	16	851	0.075	2.839330	0.082367	0.075759
F	6	6_17	DD	17	831	0.075	2.763536	0.080810	0.074326
F	6	6_18	DD	18	807	0.075	2.272401	0.067633	0.062185
F	6	6_19	DD	19	650	0.075	1.922042	0.059881	0.055094
F	6	6_20	DD	20	391	0.075	1.781186	0.057105	0.052544
F	6	6_21	DD	21	323	0.075	2.134616	0.070190	0.064560
F	6	6_22	DD	22	225	0.075	2.191709	0.069762	0.064204
F	6	6_23	DD	23	253	0.075	2.412281	0.077929	0.071690
F	6	6_24	DD	24	210	0.075	2.933578	0.097530	0.089752

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
G	7	7_1	LD	1	29	0.18	1.856745	0.035476	0.032681
G	7	7_2	LD	2	17	0.18	1.114338	0.018652	0.017209
G	7	7_3	LD	3	22	0.18	1.491543	0.026631	0.024530
G	7	7_4	LD	4	17	0.18	1.562172	0.026773	0.024660
G	7	7_5	LD	5	13	0.18	2.112682	0.036133	0.033271
G	7	7_6	LD	6	28	0.18	2.786123	0.053035	0.048814
G	7	7_7	LD	7	50	0.18	2.391622	0.055093	0.050282
G	7	7_8	LD	8	146	0.18	2.396649	0.054890	0.050216
G	7	7_9	LD	9	248	0.18	3.091535	0.065752	0.060317
G	7	7_10	LD	10	271	0.18	4.309478	0.088497	0.081339
G	7	7_11	LD	11	233	0.18	4.292418	0.088830	0.081627
G	7	7_12	LD	12	243	0.18	3.608797	0.075717	0.069572
G	7	7_13	LD	13	211	0.18	3.732788	0.079290	0.072901
G	7	7_14	LD	14	257	0.18	3.321134	0.070462	0.064795
G	7	7_15	LD	15	238	0.18	3.289774	0.069786	0.064167
G	7	7_16	LD	16	251	0.18	3.262004	0.070457	0.064745
G	7	7_17	LD	17	243	0.18	3.034804	0.066659	0.061257
G	7	7_18	LD	18	243	0.18	2.353701	0.054667	0.050044
G	7	7_19	LD	19	192	0.18	1.361548	0.035204	0.032014
G	7	7_20	LD	20	112	0.18	0.857863	0.022622	0.020836
G	7	7_21	LD	21	88	0.18	1.023982	0.027141	0.024814
G	7	7_22	LD	22	59	0.18	0.868877	0.021577	0.019748
G	7	7_23	LD	23	65	0.18	0.838759	0.020185	0.018486
G	7	7_24	LD	24	48	0.18	0.600955	0.012281	0.011130
H	8	8_1	LD	1	13	0.165	1.244158	0.023304	0.021495
H	8	8_2	LD	2	9	0.165	0.664647	0.009458	0.008750
H	8	8_3	LD	3	11	0.165	1.017779	0.016865	0.015562
H	8	8_4	LD	4	9	0.165	1.138159	0.019043	0.017563
H	8	8_5	LD	5	7	0.165	2.347113	0.045461	0.041874
H	8	8_6	LD	6	15	0.165	2.328322	0.043930	0.040461
H	8	8_7	LD	7	27	0.165	2.673866	0.062024	0.056673
H	8	8_8	LD	8	77	0.165	2.267536	0.053139	0.048662
H	8	8_9	LD	9	127	0.165	2.884724	0.061933	0.056822
H	8	8_10	LD	10	135	0.165	4.105078	0.084227	0.077409
H	8	8_11	LD	11	115	0.165	3.986896	0.081359	0.074766
H	8	8_12	LD	12	119	0.165	3.315708	0.068894	0.063307
H	8	8_13	LD	13	104	0.165	3.376415	0.071926	0.066194
H	8	8_14	LD	14	128	0.165	3.044190	0.065465	0.060161
H	8	8_15	LD	15	115	0.165	2.866814	0.060500	0.055583
H	8	8_16	LD	16	123	0.165	2.914702	0.063646	0.058486
H	8	8_17	LD	17	121	0.165	2.715680	0.059658	0.054818
H	8	8_18	LD	18	122	0.165	2.080046	0.048670	0.044525
H	8	8_19	LD	19	98	0.165	1.089698	0.029815	0.027086
H	8	8_20	LD	20	59	0.165	0.692608	0.019443	0.017804
H	8	8_21	LD	21	45	0.165	0.771945	0.021788	0.019881
H	8	8_22	LD	22	29	0.165	0.610736	0.017887	0.016147
H	8	8_23	LD	23	34	0.165	0.851677	0.021796	0.019793
H	8	8_24	LD	24	25	0.165	0.539489	0.012634	0.011243
I	9	9_1	LD	1	13	0.54	1.600109	0.030076	0.027722
I	9	9_2	LD	2	8	0.54	0.729270	0.008874	0.008204
I	9	9_3	LD	3	10	0.54	1.226273	0.020354	0.018758
I	9	9_4	LD	4	9	0.54	2.162076	0.039307	0.036169
I	9	9_5	LD	5	8	0.54	2.330992	0.044220	0.040690
I	9	9_6	LD	6	14	0.54	3.275119	0.063233	0.058186
I	9	9_7	LD	7	23	0.54	2.482820	0.053444	0.048717
I	9	9_8	LD	8	72	0.54	2.604710	0.059677	0.054613
I	9	9_9	LD	9	120	0.54	3.270040	0.069842	0.064069
I	9	9_10	LD	10	135	0.54	4.523784	0.092650	0.085157
I	9	9_11	LD	11	117	0.54	4.467286	0.091550	0.084130
I	9	9_12	LD	12	122	0.54	3.730190	0.077250	0.070981
I	9	9_13	LD	13	106	0.54	3.895176	0.082614	0.076013
I	9	9_14	LD	14	130	0.54	3.481348	0.074426	0.068396
I	9	9_15	LD	15	120	0.54	3.385817	0.071083	0.065309
I	9	9_16	LD	16	128	0.54	3.426460	0.073945	0.067954
I	9	9_17	LD	17	125	0.54	3.125000	0.068356	0.062818
I	9	9_18	LD	18	122	0.54	2.420915	0.056215	0.051467
I	9	9_19	LD	19	94	0.54	1.371356	0.034902	0.031788
I	9	9_20	LD	20	54	0.54	0.740355	0.020584	0.018853
I	9	9_21	LD	21	42	0.54	1.029764	0.027508	0.025139
I	9	9_22	LD	22	28	0.54	0.703054	0.018906	0.017076
I	9	9_23	LD	23	30	0.54	0.902382	0.021325	0.019712
I	9	9_24	LD	24	22	0.54	0.557359	0.013058	0.011569

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
J	10	10_1	LD	1	7	0.085	0.461622	0.008072	0.007494
J	10	10_2	LD	2	5	0.085	0.586303	0.005651	0.005246
J	10	10_3	LD	3	5	0.085	0.792840	0.011374	0.010504
J	10	10_4	LD	4	4	0.085	0.965231	0.010686	0.009851
J	10	10_5	LD	5	3	0.085	0.993780	0.014247	0.013135
J	10	10_6	LD	6	7	0.085	1.897316	0.037225	0.034298
J	10	10_7	LD	7	13	0.085	1.575363	0.038268	0.034376
J	10	10_8	LD	8	40	0.085	1.747642	0.041162	0.037666
J	10	10_9	LD	9	62	0.085	2.537026	0.054421	0.049908
J	10	10_10	LD	10	66	0.085	3.629566	0.075748	0.069526
J	10	10_11	LD	11	57	0.085	3.608224	0.075116	0.068924
J	10	10_12	LD	12	60	0.085	2.832835	0.060424	0.055422
J	10	10_13	LD	13	53	0.085	3.055083	0.067493	0.062119
J	10	10_14	LD	14	65	0.085	2.436901	0.052390	0.048224
J	10	10_15	LD	15	57	0.085	2.394968	0.051570	0.047470
J	10	10_16	LD	16	63	0.085	2.439131	0.056802	0.052105
J	10	10_17	LD	17	63	0.085	2.024433	0.048907	0.044844
J	10	10_18	LD	18	69	0.085	1.608809	0.041578	0.037953
J	10	10_19	LD	19	58	0.085	0.821089	0.024665	0.022430
J	10	10_20	LD	20	35	0.085	0.387878	0.014194	0.012849
J	10	10_21	LD	21	27	0.085	0.694173	0.022050	0.019958
J	10	10_22	LD	22	16	0.085	0.405605	0.012544	0.011641
J	10	10_23	LD	23	18	0.085	0.418398	0.011944	0.011085
J	10	10_24	LD	24	14	0.085	0.481399	0.008164	0.007586
K	11	11_1	LD	1	0	0.37	0.000000	0.000000	0.000000
K	11	11_2	LD	2	0	0.37	0.000000	0.000000	0.000000
K	11	11_3	LD	3	0	0.37	0.000000	0.000000	0.000000
K	11	11_4	LD	4	0	0.37	0.000000	0.000000	0.000000
K	11	11_5	LD	5	0	0.37	0.000000	0.000000	0.000000
K	11	11_6	LD	6	0	0.37	0.000000	0.000000	0.000000
K	11	11_7	LD	7	0	0.37	0.000000	0.000000	0.000000
K	11	11_8	LD	8	2	0.37	0.155284	0.014126	0.013115
K	11	11_9	LD	9	3	0.37	0.731800	0.018956	0.017507
K	11	11_10	LD	10	4	0.37	2.814089	0.061612	0.056743
K	11	11_11	LD	11	3	0.37	3.696532	0.077441	0.071286
K	11	11_12	LD	12	4	0.37	2.803472	0.061612	0.056743
K	11	11_13	LD	13	3	0.37	3.682803	0.077441	0.071286
K	11	11_14	LD	14	4	0.37	2.796356	0.061612	0.056743
K	11	11_15	LD	15	4	0.37	2.788537	0.061612	0.056743
K	11	11_16	LD	16	4	0.37	2.798684	0.061612	0.056743
K	11	11_17	LD	17	4	0.37	2.805741	0.061612	0.056743
K	11	11_18	LD	18	3	0.37	0.720073	0.018956	0.017507
K	11	11_19	LD	19	2	0.37	0.145702	0.014126	0.013115
K	11	11_20	LD	20	1	0.37	0.150530	0.014126	0.013115
K	11	11_21	LD	21	1	0.37	0.147827	0.014126	0.013115
K	11	11_22	LD	22	1	0.37	0.150530	0.014126	0.013115
K	11	11_23	LD	23	1	0.37	0.150208	0.014126	0.013115
K	11	11_24	LD	24	1	0.37	0.151975	0.014126	0.013115
L	12	12_1	LD	1	14	0.19	1.849506	0.034204	0.031499
L	12	12_2	LD	2	8	0.19	0.729270	0.008874	0.008204
L	12	12_3	LD	3	10	0.19	1.226273	0.020354	0.018758
L	12	12_4	LD	4	10	0.19	2.139246	0.038302	0.035246
L	12	12_5	LD	5	8	0.19	2.330992	0.044220	0.040690
L	12	12_6	LD	6	15	0.19	3.186297	0.060968	0.056102
L	12	12_7	LD	7	27	0.19	2.577677	0.054518	0.049772
L	12	12_8	LD	8	80	0.19	2.697474	0.061390	0.056219
L	12	12_9	LD	9	144	0.19	3.367131	0.071357	0.065494
L	12	12_10	LD	10	161	0.19	4.788152	0.098028	0.090137
L	12	12_11	LD	11	139	0.19	4.655715	0.094881	0.087205
L	12	12_12	LD	12	140	0.19	4.050129	0.083048	0.076320
L	12	12_13	LD	13	123	0.19	4.272044	0.089172	0.082038
L	12	12_14	LD	14	147	0.19	3.961852	0.083148	0.076421
L	12	12_15	LD	15	136	0.19	3.862877	0.079698	0.073235
L	12	12_16	LD	16	144	0.19	4.039638	0.084660	0.077808
L	12	12_17	LD	17	136	0.19	3.889258	0.082461	0.075787
L	12	12_18	LD	18	126	0.19	3.298200	0.071914	0.065995
L	12	12_19	LD	19	89	0.19	1.964850	0.045705	0.041696
L	12	12_20	LD	20	51	0.19	1.309827	0.031051	0.028448
L	12	12_21	LD	21	39	0.19	1.500064	0.036366	0.033253
L	12	12_22	LD	22	28	0.19	0.921651	0.022648	0.020506
L	12	12_23	LD	23	29	0.19	1.138862	0.025170	0.023234
L	12	12_24	LD	24	22	0.19	0.747222	0.017052	0.015233

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
M	13	13_1	LD	1	14	0.105	1.849506	0.034204	0.031499
M	13	13_2	LD	2	7	0.105	0.707919	0.010142	0.009377
M	13	13_3	LD	3	10	0.105	1.226273	0.020354	0.018758
M	13	13_4	LD	4	8	0.105	2.316901	0.044220	0.040690
M	13	13_5	LD	5	7	0.105	2.596010	0.047531	0.043756
M	13	13_6	LD	6	14	0.105	3.275119	0.063233	0.058186
M	13	13_7	LD	7	23	0.105	2.482820	0.053444	0.048717
M	13	13_8	LD	8	71	0.105	2.639129	0.060298	0.055179
M	13	13_9	LD	9	121	0.105	3.244301	0.069396	0.063662
M	13	13_10	LD	10	137	0.105	4.588993	0.093715	0.086136
M	13	13_11	LD	11	117	0.105	4.570011	0.093428	0.085855
M	13	13_12	LD	12	121	0.105	3.972508	0.081830	0.075189
M	13	13_13	LD	13	107	0.105	4.130600	0.086445	0.079533
M	13	13_14	LD	14	128	0.105	3.777527	0.078513	0.072146
M	13	13_15	LD	15	121	0.105	3.788023	0.078188	0.071836
M	13	13_16	LD	16	129	0.105	3.944696	0.083203	0.076461
M	13	13_17	LD	17	125	0.105	3.857390	0.081903	0.075267
M	13	13_18	LD	18	115	0.105	3.180990	0.070111	0.064321
M	13	13_19	LD	19	84	0.105	1.960312	0.046186	0.042117
M	13	13_20	LD	20	45	0.105	1.072393	0.026900	0.024608
M	13	13_21	LD	21	37	0.105	1.486055	0.035941	0.032844
M	13	13_22	LD	22	26	0.105	0.893957	0.022258	0.020104
M	13	13_23	LD	23	26	0.105	1.039595	0.023001	0.021230
M	13	13_24	LD	24	19	0.105	0.580872	0.013616	0.011998
N	14	14_1	LD	1	9	0.42	1.594636	0.031130	0.028688
N	14	14_2	LD	2	4	0.42	0.513197	0.007063	0.006558
N	14	14_3	LD	3	7	0.42	1.301433	0.022466	0.020708
N	14	14_4	LD	4	7	0.42	1.311458	0.022466	0.020708
N	14	14_5	LD	5	4	0.42	3.012429	0.058081	0.053465
N	14	14_6	LD	6	10	0.42	2.409833	0.045029	0.041444
N	14	14_7	LD	7	17	0.42	2.182840	0.048061	0.043582
N	14	14_8	LD	8	53	0.42	2.430212	0.055982	0.051370
N	14	14_9	LD	9	91	0.42	3.061616	0.066209	0.060677
N	14	14_10	LD	10	98	0.42	4.461707	0.091695	0.084248
N	14	14_11	LD	11	87	0.42	4.402052	0.089666	0.082360
N	14	14_12	LD	12	91	0.42	3.735797	0.076887	0.070615
N	14	14_13	LD	13	82	0.42	4.079336	0.085105	0.078301
N	14	14_14	LD	14	96	0.42	3.708202	0.075964	0.069892
N	14	14_15	LD	15	92	0.42	3.744973	0.076468	0.070353
N	14	14_16	LD	16	101	0.42	4.066357	0.085925	0.078937
N	14	14_17	LD	17	98	0.42	3.914379	0.082661	0.075939
N	14	14_18	LD	18	91	0.42	3.221890	0.070337	0.064475
N	14	14_19	LD	19	63	0.42	1.887932	0.043748	0.039913
N	14	14_20	LD	20	33	0.42	0.970905	0.023275	0.021511
N	14	14_21	LD	21	28	0.42	1.415754	0.035001	0.031880
N	14	14_22	LD	22	18	0.42	0.851263	0.018490	0.017080
N	14	14_23	LD	23	21	0.42	1.130331	0.025043	0.023106
N	14	14_24	LD	24	14	0.42	0.553460	0.010254	0.009510
O	15	15_1	LD	1	0	0.15	0.000000	0.000000	0.000000
O	15	15_2	LD	2	0	0.15	0.000000	0.000000	0.000000
O	15	15_3	LD	3	0	0.15	0.000000	0.000000	0.000000
O	15	15_4	LD	4	0	0.15	0.000000	0.000000	0.000000
O	15	15_5	LD	5	0	0.15	0.000000	0.000000	0.000000
O	15	15_6	LD	6	0	0.15	0.000000	0.000000	0.000000
O	15	15_7	LD	7	1	0.15	0.156465	0.014126	0.013115
O	15	15_8	LD	8	2	0.15	0.155284	0.014126	0.013115
O	15	15_9	LD	9	5	0.15	0.647739	0.014199	0.013127
O	15	15_10	LD	10	4	0.15	2.814089	0.061612	0.056743
O	15	15_11	LD	11	4	0.15	2.807873	0.061612	0.056743
O	15	15_12	LD	12	4	0.15	2.803472	0.061612	0.056743
O	15	15_13	LD	13	4	0.15	2.796230	0.061612	0.056743
O	15	15_14	LD	14	6	0.15	2.020698	0.043429	0.040015
O	15	15_15	LD	15	6	0.15	2.012080	0.043429	0.040015
O	15	15_16	LD	16	6	0.15	2.754349	0.056787	0.052299
O	15	15_17	LD	17	6	0.15	2.761935	0.056787	0.052299
O	15	15_18	LD	18	7	0.15	1.756417	0.039243	0.036172
O	15	15_19	LD	19	6	0.15	0.554953	0.014187	0.013125
O	15	15_20	LD	20	3	0.15	0.400234	0.009418	0.008744
O	15	15_21	LD	21	2	0.15	0.147827	0.014126	0.013115
O	15	15_22	LD	22	1	0.15	0.150530	0.014126	0.013115
O	15	15_23	LD	23	1	0.15	0.150208	0.014126	0.013115
O	15	15_24	LD	24	2	0.15	0.529196	0.007063	0.006558

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
P	16	16_1	LD	1	2	0.315	0.513921	0.007063	0.006558
P	16	16_2	LD	2	2	0.315	0.513197	0.007063	0.006558
P	16	16_3	LD	3	2	0.315	0.521385	0.007063	0.006558
P	16	16_4	LD	4	2	0.315	0.531610	0.007063	0.006558
P	16	16_5	LD	5	2	0.315	0.542129	0.007063	0.006558
P	16	16_6	LD	6	2	0.315	0.541646	0.007063	0.006558
P	16	16_7	LD	7	5	0.315	0.313158	0.011301	0.010492
P	16	16_8	LD	8	18	0.315	0.300336	0.016716	0.014856
P	16	16_9	LD	9	24	0.315	0.317043	0.014918	0.013355
P	16	16_10	LD	10	19	0.315	0.833607	0.022266	0.020577
P	16	16_11	LD	11	13	0.315	0.391844	0.013241	0.012284
P	16	16_12	LD	12	14	0.315	0.365754	0.013316	0.012355
P	16	16_13	LD	13	10	0.315	0.204614	0.012714	0.011804
P	16	16_14	LD	14	14	0.315	0.360594	0.013316	0.012355
P	16	16_15	LD	15	11	0.315	0.416225	0.013051	0.012104
P	16	16_16	LD	16	10	0.315	0.386291	0.014356	0.013314
P	16	16_17	LD	17	9	0.315	0.414673	0.014167	0.013122
P	16	16_18	LD	18	8	0.315	0.228454	0.012361	0.011476
P	16	16_19	LD	19	8	0.315	0.235989	0.012361	0.011476
P	16	16_20	LD	20	6	0.315	0.275382	0.011772	0.010929
P	16	16_21	LD	21	6	0.315	0.269859	0.011772	0.010929
P	16	16_22	LD	22	4	0.315	0.337808	0.010595	0.009837
P	16	16_23	LD	23	5	0.315	0.299419	0.011301	0.010492
P	16	16_24	LD	24	5	0.315	0.453751	0.008476	0.007869
EP8_1	18	18_1	N/A	1	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_2	N/A	2	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_3	N/A	3	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_4	N/A	4	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_5	N/A	5	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_6	N/A	6	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_7	N/A	7	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_8	N/A	8	20	0.0353	20.737761	0.443374	0.407808
EP8_1	18	18_9	N/A	9	20	0.0353	20.690607	0.443374	0.407808
EP8_1	18	18_10	N/A	10	20	0.0353	20.690124	0.443374	0.407808
EP8_1	18	18_11	N/A	11	20	0.0353	20.644258	0.443374	0.407808
EP8_1	18	18_12	N/A	12	20	0.0353	20.627199	0.443374	0.407808
EP8_1	18	18_13	N/A	13	20	0.0353	20.560572	0.443374	0.407808
EP8_1	18	18_14	N/A	14	20	0.0353	20.572642	0.443374	0.407808
EP8_1	18	18_15	N/A	15	20	0.0353	20.512775	0.443374	0.407808
EP8_1	18	18_16	N/A	16	20	0.0353	20.582781	0.443374	0.407808
EP8_1	18	18_17	N/A	17	20	0.0353	20.624785	0.443374	0.407808
EP8_1	18	18_18	N/A	18	20	0.0353	20.508590	0.443374	0.407808
EP8_1	18	18_19	N/A	19	20	0.0353	20.511648	0.443374	0.407808
EP8_1	18	18_20	N/A	20	20	0.0353	20.597104	0.443374	0.407808
EP8_1	18	18_21	N/A	21	20	0.0353	20.500705	0.443374	0.407808
EP8_1	18	18_22	N/A	22	20	0.0353	20.597104	0.443374	0.407808
EP8_1	18	18_23	N/A	23	20	0.0353	20.552687	0.443374	0.407808
EP8_1	18	18_24	N/A	24	0	0.0353	0.000000	0.000000	0.000000
EP8_2	19	19_1	N/A	1	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_2	N/A	2	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_3	N/A	3	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_4	N/A	4	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_5	N/A	5	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_6	N/A	6	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_7	N/A	7	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_8	N/A	8	20	0.0417	20.737761	0.443374	0.407808
EP8_2	19	19_9	N/A	9	20	0.0417	20.690607	0.443374	0.407808
EP8_2	19	19_10	N/A	10	20	0.0417	20.690124	0.443374	0.407808
EP8_2	19	19_11	N/A	11	20	0.0417	20.644258	0.443374	0.407808
EP8_2	19	19_12	N/A	12	20	0.0417	20.627199	0.443374	0.407808
EP8_2	19	19_13	N/A	13	20	0.0417	20.560572	0.443374	0.407808
EP8_2	19	19_14	N/A	14	20	0.0417	20.572642	0.443374	0.407808
EP8_2	19	19_15	N/A	15	20	0.0417	20.512775	0.443374	0.407808
EP8_2	19	19_16	N/A	16	20	0.0417	20.582781	0.443374	0.407808
EP8_2	19	19_17	N/A	17	20	0.0417	20.624785	0.443374	0.407808
EP8_2	19	19_18	N/A	18	20	0.0417	20.508590	0.443374	0.407808
EP8_2	19	19_19	N/A	19	20	0.0417	20.511648	0.443374	0.407808
EP8_2	19	19_20	N/A	20	20	0.0417	20.597104	0.443374	0.407808
EP8_2	19	19_21	N/A	21	20	0.0417	20.500705	0.443374	0.407808
EP8_2	19	19_22	N/A	22	20	0.0417	20.597104	0.443374	0.407808
EP8_2	19	19_23	N/A	23	20	0.0417	20.552687	0.443374	0.407808
EP8_2	19	19_24	N/A	24	0	0.0417	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP8_3	20	20_1	N/A	1	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_2	N/A	2	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_3	N/A	3	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_4	N/A	4	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_5	N/A	5	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_6	N/A	6	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_7	N/A	7	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_8	N/A	8	20	0.0294	20.737761	0.443374	0.407808
EP8_3	20	20_9	N/A	9	20	0.0294	20.690607	0.443374	0.407808
EP8_3	20	20_10	N/A	10	20	0.0294	20.690124	0.443374	0.407808
EP8_3	20	20_11	N/A	11	20	0.0294	20.644258	0.443374	0.407808
EP8_3	20	20_12	N/A	12	20	0.0294	20.627199	0.443374	0.407808
EP8_3	20	20_13	N/A	13	20	0.0294	20.560572	0.443374	0.407808
EP8_3	20	20_14	N/A	14	20	0.0294	20.572642	0.443374	0.407808
EP8_3	20	20_15	N/A	15	20	0.0294	20.512775	0.443374	0.407808
EP8_3	20	20_16	N/A	16	20	0.0294	20.582781	0.443374	0.407808
EP8_3	20	20_17	N/A	17	20	0.0294	20.624785	0.443374	0.407808
EP8_3	20	20_18	N/A	18	20	0.0294	20.508590	0.443374	0.407808
EP8_3	20	20_19	N/A	19	20	0.0294	20.511648	0.443374	0.407808
EP8_3	20	20_20	N/A	20	20	0.0294	20.597104	0.443374	0.407808
EP8_3	20	20_21	N/A	21	20	0.0294	20.500705	0.443374	0.407808
EP8_3	20	20_22	N/A	22	20	0.0294	20.597104	0.443374	0.407808
EP8_3	20	20_23	N/A	23	20	0.0294	20.552687	0.443374	0.407808
EP8_3	20	20_24	N/A	24	0	0.0294	0.000000	0.000000	0.000000
EP8_4	21	21_1	N/A	1	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_2	N/A	2	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_3	N/A	3	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_4	N/A	4	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_5	N/A	5	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_6	N/A	6	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_7	N/A	7	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_8	N/A	8	20	0.0321	20.737761	0.443374	0.407808
EP8_4	21	21_9	N/A	9	20	0.0321	20.690607	0.443374	0.407808
EP8_4	21	21_10	N/A	10	20	0.0321	20.690124	0.443374	0.407808
EP8_4	21	21_11	N/A	11	20	0.0321	20.644258	0.443374	0.407808
EP8_4	21	21_12	N/A	12	20	0.0321	20.627199	0.443374	0.407808
EP8_4	21	21_13	N/A	13	20	0.0321	20.560572	0.443374	0.407808
EP8_4	21	21_14	N/A	14	20	0.0321	20.572642	0.443374	0.407808
EP8_4	21	21_15	N/A	15	20	0.0321	20.512775	0.443374	0.407808
EP8_4	21	21_16	N/A	16	20	0.0321	20.582781	0.443374	0.407808
EP8_4	21	21_17	N/A	17	20	0.0321	20.624785	0.443374	0.407808
EP8_4	21	21_18	N/A	18	20	0.0321	20.508590	0.443374	0.407808
EP8_4	21	21_19	N/A	19	20	0.0321	20.511648	0.443374	0.407808
EP8_4	21	21_20	N/A	20	20	0.0321	20.597104	0.443374	0.407808
EP8_4	21	21_21	N/A	21	20	0.0321	20.500705	0.443374	0.407808
EP8_4	21	21_22	N/A	22	20	0.0321	20.597104	0.443374	0.407808
EP8_4	21	21_23	N/A	23	20	0.0321	20.552687	0.443374	0.407808
EP8_4	21	21_24	N/A	24	0	0.0321	0.000000	0.000000	0.000000
EP8_5	22	22_1	N/A	1	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_2	N/A	2	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_3	N/A	3	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_4	N/A	4	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_5	N/A	5	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_6	N/A	6	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_7	N/A	7	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_8	N/A	8	20	0.0165	20.737761	0.443374	0.407808
EP8_5	22	22_9	N/A	9	20	0.0165	20.690607	0.443374	0.407808
EP8_5	22	22_10	N/A	10	20	0.0165	20.690124	0.443374	0.407808
EP8_5	22	22_11	N/A	11	20	0.0165	20.644258	0.443374	0.407808
EP8_5	22	22_12	N/A	12	20	0.0165	20.627199	0.443374	0.407808
EP8_5	22	22_13	N/A	13	20	0.0165	20.560572	0.443374	0.407808
EP8_5	22	22_14	N/A	14	20	0.0165	20.572642	0.443374	0.407808
EP8_5	22	22_15	N/A	15	20	0.0165	20.512775	0.443374	0.407808
EP8_5	22	22_16	N/A	16	20	0.0165	20.582781	0.443374	0.407808
EP8_5	22	22_17	N/A	17	20	0.0165	20.624785	0.443374	0.407808
EP8_5	22	22_18	N/A	18	20	0.0165	20.508590	0.443374	0.407808
EP8_5	22	22_19	N/A	19	20	0.0165	20.511648	0.443374	0.407808
EP8_5	22	22_20	N/A	20	20	0.0165	20.597104	0.443374	0.407808
EP8_5	22	22_21	N/A	21	20	0.0165	20.500705	0.443374	0.407808
EP8_5	22	22_22	N/A	22	20	0.0165	20.597104	0.443374	0.407808
EP8_5	22	22_23	N/A	23	20	0.0165	20.552687	0.443374	0.407808
EP8_5	22	22_24	N/A	24	0	0.0165	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP9_1	23	23_1	N/A	1	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_2	N/A	2	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_3	N/A	3	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_4	N/A	4	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_5	N/A	5	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_6	N/A	6	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_7	N/A	7	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_8	N/A	8	6	0.0353	20.737761	0.443374	0.407808
EP9_1	23	23_9	N/A	9	6	0.0353	20.690607	0.443374	0.407808
EP9_1	23	23_10	N/A	10	6	0.0353	20.690124	0.443374	0.407808
EP9_1	23	23_11	N/A	11	6	0.0353	20.644258	0.443374	0.407808
EP9_1	23	23_12	N/A	12	6	0.0353	20.627199	0.443374	0.407808
EP9_1	23	23_13	N/A	13	6	0.0353	20.560572	0.443374	0.407808
EP9_1	23	23_14	N/A	14	6	0.0353	20.572642	0.443374	0.407808
EP9_1	23	23_15	N/A	15	6	0.0353	20.512775	0.443374	0.407808
EP9_1	23	23_16	N/A	16	6	0.0353	20.582781	0.443374	0.407808
EP9_1	23	23_17	N/A	17	6	0.0353	20.624785	0.443374	0.407808
EP9_1	23	23_18	N/A	18	6	0.0353	20.508590	0.443374	0.407808
EP9_1	23	23_19	N/A	19	6	0.0353	20.511648	0.443374	0.407808
EP9_1	23	23_20	N/A	20	6	0.0353	20.597104	0.443374	0.407808
EP9_1	23	23_21	N/A	21	6	0.0353	20.500705	0.443374	0.407808
EP9_1	23	23_22	N/A	22	6	0.0353	20.597104	0.443374	0.407808
EP9_1	23	23_23	N/A	23	6	0.0353	20.552687	0.443374	0.407808
EP9_1	23	23_24	N/A	24	0	0.0353	0.000000	0.000000	0.000000
EP9_2	24	24_1	N/A	1	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_2	N/A	2	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_3	N/A	3	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_4	N/A	4	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_5	N/A	5	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_6	N/A	6	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_7	N/A	7	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_8	N/A	8	6	0.0171	20.737761	0.443374	0.407808
EP9_2	24	24_9	N/A	9	6	0.0171	20.690607	0.443374	0.407808
EP9_2	24	24_10	N/A	10	6	0.0171	20.690124	0.443374	0.407808
EP9_2	24	24_11	N/A	11	6	0.0171	20.644258	0.443374	0.407808
EP9_2	24	24_12	N/A	12	6	0.0171	20.627199	0.443374	0.407808
EP9_2	24	24_13	N/A	13	6	0.0171	20.560572	0.443374	0.407808
EP9_2	24	24_14	N/A	14	6	0.0171	20.572642	0.443374	0.407808
EP9_2	24	24_15	N/A	15	6	0.0171	20.512775	0.443374	0.407808
EP9_2	24	24_16	N/A	16	6	0.0171	20.582781	0.443374	0.407808
EP9_2	24	24_17	N/A	17	6	0.0171	20.624785	0.443374	0.407808
EP9_2	24	24_18	N/A	18	6	0.0171	20.508590	0.443374	0.407808
EP9_2	24	24_19	N/A	19	6	0.0171	20.511648	0.443374	0.407808
EP9_2	24	24_20	N/A	20	6	0.0171	20.597104	0.443374	0.407808
EP9_2	24	24_21	N/A	21	6	0.0171	20.500705	0.443374	0.407808
EP9_2	24	24_22	N/A	22	6	0.0171	20.597104	0.443374	0.407808
EP9_2	24	24_23	N/A	23	6	0.0171	20.552687	0.443374	0.407808
EP9_2	24	24_24	N/A	24	0	0.0171	0.000000	0.000000	0.000000
EP9_3	25	25_1	N/A	1	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_2	N/A	2	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_3	N/A	3	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_4	N/A	4	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_5	N/A	5	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_6	N/A	6	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_7	N/A	7	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_8	N/A	8	6	0.0311	20.737761	0.443374	0.407808
EP9_3	25	25_9	N/A	9	6	0.0311	20.690607	0.443374	0.407808
EP9_3	25	25_10	N/A	10	6	0.0311	20.690124	0.443374	0.407808
EP9_3	25	25_11	N/A	11	6	0.0311	20.644258	0.443374	0.407808
EP9_3	25	25_12	N/A	12	6	0.0311	20.627199	0.443374	0.407808
EP9_3	25	25_13	N/A	13	6	0.0311	20.560572	0.443374	0.407808
EP9_3	25	25_14	N/A	14	6	0.0311	20.572642	0.443374	0.407808
EP9_3	25	25_15	N/A	15	6	0.0311	20.512775	0.443374	0.407808
EP9_3	25	25_16	N/A	16	6	0.0311	20.582781	0.443374	0.407808
EP9_3	25	25_17	N/A	17	6	0.0311	20.624785	0.443374	0.407808
EP9_3	25	25_18	N/A	18	6	0.0311	20.508590	0.443374	0.407808
EP9_3	25	25_19	N/A	19	6	0.0311	20.511648	0.443374	0.407808
EP9_3	25	25_20	N/A	20	6	0.0311	20.597104	0.443374	0.407808
EP9_3	25	25_21	N/A	21	6	0.0311	20.500705	0.443374	0.407808
EP9_3	25	25_22	N/A	22	6	0.0311	20.597104	0.443374	0.407808
EP9_3	25	25_23	N/A	23	6	0.0311	20.552687	0.443374	0.407808
EP9_3	25	25_24	N/A	24	0	0.0311	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP9_4	26	26_1	N/A	1	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_2	N/A	2	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_3	N/A	3	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_4	N/A	4	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_5	N/A	5	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_6	N/A	6	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_7	N/A	7	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_8	N/A	8	6	0.0143	20.737761	0.443374	0.407808
EP9_4	26	26_9	N/A	9	6	0.0143	20.690607	0.443374	0.407808
EP9_4	26	26_10	N/A	10	6	0.0143	20.690124	0.443374	0.407808
EP9_4	26	26_11	N/A	11	6	0.0143	20.644258	0.443374	0.407808
EP9_4	26	26_12	N/A	12	6	0.0143	20.627199	0.443374	0.407808
EP9_4	26	26_13	N/A	13	6	0.0143	20.560572	0.443374	0.407808
EP9_4	26	26_14	N/A	14	6	0.0143	20.572642	0.443374	0.407808
EP9_4	26	26_15	N/A	15	6	0.0143	20.512775	0.443374	0.407808
EP9_4	26	26_16	N/A	16	6	0.0143	20.582781	0.443374	0.407808
EP9_4	26	26_17	N/A	17	6	0.0143	20.624785	0.443374	0.407808
EP9_4	26	26_18	N/A	18	6	0.0143	20.508590	0.443374	0.407808
EP9_4	26	26_19	N/A	19	6	0.0143	20.511648	0.443374	0.407808
EP9_4	26	26_20	N/A	20	6	0.0143	20.597104	0.443374	0.407808
EP9_4	26	26_21	N/A	21	6	0.0143	20.500705	0.443374	0.407808
EP9_4	26	26_22	N/A	22	6	0.0143	20.597104	0.443374	0.407808
EP9_4	26	26_23	N/A	23	6	0.0143	20.552687	0.443374	0.407808
EP9_4	26	26_24	N/A	24	0	0.0143	0.000000	0.000000	0.000000
EP9_5	27	27_1	N/A	1	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_2	N/A	2	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_3	N/A	3	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_4	N/A	4	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_5	N/A	5	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_6	N/A	6	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_7	N/A	7	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_8	N/A	8	6	0.0259	20.737761	0.443374	0.407808
EP9_5	27	27_9	N/A	9	6	0.0259	20.690607	0.443374	0.407808
EP9_5	27	27_10	N/A	10	6	0.0259	20.690124	0.443374	0.407808
EP9_5	27	27_11	N/A	11	6	0.0259	20.644258	0.443374	0.407808
EP9_5	27	27_12	N/A	12	6	0.0259	20.627199	0.443374	0.407808
EP9_5	27	27_13	N/A	13	6	0.0259	20.560572	0.443374	0.407808
EP9_5	27	27_14	N/A	14	6	0.0259	20.572642	0.443374	0.407808
EP9_5	27	27_15	N/A	15	6	0.0259	20.512775	0.443374	0.407808
EP9_5	27	27_16	N/A	16	6	0.0259	20.582781	0.443374	0.407808
EP9_5	27	27_17	N/A	17	6	0.0259	20.624785	0.443374	0.407808
EP9_5	27	27_18	N/A	18	6	0.0259	20.508590	0.443374	0.407808
EP9_5	27	27_19	N/A	19	6	0.0259	20.511648	0.443374	0.407808
EP9_5	27	27_20	N/A	20	6	0.0259	20.597104	0.443374	0.407808
EP9_5	27	27_21	N/A	21	6	0.0259	20.500705	0.443374	0.407808
EP9_5	27	27_22	N/A	22	6	0.0259	20.597104	0.443374	0.407808
EP9_5	27	27_23	N/A	23	6	0.0259	20.552687	0.443374	0.407808
EP9_5	27	27_24	N/A	24	0	0.0259	0.000000	0.000000	0.000000
EP9_6	28	28_1	N/A	1	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_2	N/A	2	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_3	N/A	3	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_4	N/A	4	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_5	N/A	5	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_6	N/A	6	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_7	N/A	7	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_8	N/A	8	6	0.0124	20.737761	0.443374	0.407808
EP9_6	28	28_9	N/A	9	6	0.0124	20.690607	0.443374	0.407808
EP9_6	28	28_10	N/A	10	6	0.0124	20.690124	0.443374	0.407808
EP9_6	28	28_11	N/A	11	6	0.0124	20.644258	0.443374	0.407808
EP9_6	28	28_12	N/A	12	6	0.0124	20.627199	0.443374	0.407808
EP9_6	28	28_13	N/A	13	6	0.0124	20.560572	0.443374	0.407808
EP9_6	28	28_14	N/A	14	6	0.0124	20.572642	0.443374	0.407808
EP9_6	28	28_15	N/A	15	6	0.0124	20.512775	0.443374	0.407808
EP9_6	28	28_16	N/A	16	6	0.0124	20.582781	0.443374	0.407808
EP9_6	28	28_17	N/A	17	6	0.0124	20.624785	0.443374	0.407808
EP9_6	28	28_18	N/A	18	6	0.0124	20.508590	0.443374	0.407808
EP9_6	28	28_19	N/A	19	6	0.0124	20.511648	0.443374	0.407808
EP9_6	28	28_20	N/A	20	6	0.0124	20.597104	0.443374	0.407808
EP9_6	28	28_21	N/A	21	6	0.0124	20.500705	0.443374	0.407808
EP9_6	28	28_22	N/A	22	6	0.0124	20.597104	0.443374	0.407808
EP9_6	28	28_23	N/A	23	6	0.0124	20.552687	0.443374	0.407808
EP9_6	28	28_24	N/A	24	0	0.0124	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP10_1	29	29_1	N/A	1	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_2	N/A	2	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_3	N/A	3	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_4	N/A	4	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_5	N/A	5	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_6	N/A	6	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_7	N/A	7	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_8	N/A	8	30	0.0353	20.737761	0.443374	0.407808
EP10_1	29	29_9	N/A	9	30	0.0353	20.690607	0.443374	0.407808
EP10_1	29	29_10	N/A	10	30	0.0353	20.690124	0.443374	0.407808
EP10_1	29	29_11	N/A	11	30	0.0353	20.644258	0.443374	0.407808
EP10_1	29	29_12	N/A	12	30	0.0353	20.627199	0.443374	0.407808
EP10_1	29	29_13	N/A	13	30	0.0353	20.560572	0.443374	0.407808
EP10_1	29	29_14	N/A	14	30	0.0353	20.572642	0.443374	0.407808
EP10_1	29	29_15	N/A	15	30	0.0353	20.512775	0.443374	0.407808
EP10_1	29	29_16	N/A	16	30	0.0353	20.582781	0.443374	0.407808
EP10_1	29	29_17	N/A	17	30	0.0353	20.624785	0.443374	0.407808
EP10_1	29	29_18	N/A	18	30	0.0353	20.508590	0.443374	0.407808
EP10_1	29	29_19	N/A	19	30	0.0353	20.511648	0.443374	0.407808
EP10_1	29	29_20	N/A	20	30	0.0353	20.597104	0.443374	0.407808
EP10_1	29	29_21	N/A	21	30	0.0353	20.500705	0.443374	0.407808
EP10_1	29	29_22	N/A	22	30	0.0353	20.597104	0.443374	0.407808
EP10_1	29	29_23	N/A	23	30	0.0353	20.552687	0.443374	0.407808
EP10_1	29	29_24	N/A	24	0	0.0353	0.000000	0.000000	0.000000
EP10_2	30	30_1	N/A	1	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_2	N/A	2	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_3	N/A	3	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_4	N/A	4	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_5	N/A	5	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_6	N/A	6	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_7	N/A	7	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_8	N/A	8	30	0.0171	20.737761	0.443374	0.407808
EP10_2	30	30_9	N/A	9	30	0.0171	20.690607	0.443374	0.407808
EP10_2	30	30_10	N/A	10	30	0.0171	20.690124	0.443374	0.407808
EP10_2	30	30_11	N/A	11	30	0.0171	20.644258	0.443374	0.407808
EP10_2	30	30_12	N/A	12	30	0.0171	20.627199	0.443374	0.407808
EP10_2	30	30_13	N/A	13	30	0.0171	20.560572	0.443374	0.407808
EP10_2	30	30_14	N/A	14	30	0.0171	20.572642	0.443374	0.407808
EP10_2	30	30_15	N/A	15	30	0.0171	20.512775	0.443374	0.407808
EP10_2	30	30_16	N/A	16	30	0.0171	20.582781	0.443374	0.407808
EP10_2	30	30_17	N/A	17	30	0.0171	20.624785	0.443374	0.407808
EP10_2	30	30_18	N/A	18	30	0.0171	20.508590	0.443374	0.407808
EP10_2	30	30_19	N/A	19	30	0.0171	20.511648	0.443374	0.407808
EP10_2	30	30_20	N/A	20	30	0.0171	20.597104	0.443374	0.407808
EP10_2	30	30_21	N/A	21	30	0.0171	20.500705	0.443374	0.407808
EP10_2	30	30_22	N/A	22	30	0.0171	20.597104	0.443374	0.407808
EP10_2	30	30_23	N/A	23	30	0.0171	20.552687	0.443374	0.407808
EP10_2	30	30_24	N/A	24	0	0.0171	0.000000	0.000000	0.000000
EP10_3	31	31_1	N/A	1	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_2	N/A	2	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_3	N/A	3	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_4	N/A	4	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_5	N/A	5	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_6	N/A	6	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_7	N/A	7	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_8	N/A	8	30	0.0311	20.737761	0.443374	0.407808
EP10_3	31	31_9	N/A	9	30	0.0311	20.690607	0.443374	0.407808
EP10_3	31	31_10	N/A	10	30	0.0311	20.690124	0.443374	0.407808
EP10_3	31	31_11	N/A	11	30	0.0311	20.644258	0.443374	0.407808
EP10_3	31	31_12	N/A	12	30	0.0311	20.627199	0.443374	0.407808
EP10_3	31	31_13	N/A	13	30	0.0311	20.560572	0.443374	0.407808
EP10_3	31	31_14	N/A	14	30	0.0311	20.572642	0.443374	0.407808
EP10_3	31	31_15	N/A	15	30	0.0311	20.512775	0.443374	0.407808
EP10_3	31	31_16	N/A	16	30	0.0311	20.582781	0.443374	0.407808
EP10_3	31	31_17	N/A	17	30	0.0311	20.624785	0.443374	0.407808
EP10_3	31	31_18	N/A	18	30	0.0311	20.508590	0.443374	0.407808
EP10_3	31	31_19	N/A	19	30	0.0311	20.511648	0.443374	0.407808
EP10_3	31	31_20	N/A	20	30	0.0311	20.597104	0.443374	0.407808
EP10_3	31	31_21	N/A	21	30	0.0311	20.500705	0.443374	0.407808
EP10_3	31	31_22	N/A	22	30	0.0311	20.597104	0.443374	0.407808
EP10_3	31	31_23	N/A	23	30	0.0311	20.552687	0.443374	0.407808
EP10_3	31	31_24	N/A	24	0	0.0311	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP10_4	32	32_1	N/A	1	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_2	N/A	2	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_3	N/A	3	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_4	N/A	4	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_5	N/A	5	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_6	N/A	6	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_7	N/A	7	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_8	N/A	8	30	0.0209	20.737761	0.443374	0.407808
EP10_4	32	32_9	N/A	9	30	0.0209	20.690607	0.443374	0.407808
EP10_4	32	32_10	N/A	10	30	0.0209	20.690124	0.443374	0.407808
EP10_4	32	32_11	N/A	11	30	0.0209	20.644258	0.443374	0.407808
EP10_4	32	32_12	N/A	12	30	0.0209	20.627199	0.443374	0.407808
EP10_4	32	32_13	N/A	13	30	0.0209	20.560572	0.443374	0.407808
EP10_4	32	32_14	N/A	14	30	0.0209	20.572642	0.443374	0.407808
EP10_4	32	32_15	N/A	15	30	0.0209	20.512775	0.443374	0.407808
EP10_4	32	32_16	N/A	16	30	0.0209	20.582781	0.443374	0.407808
EP10_4	32	32_17	N/A	17	30	0.0209	20.624785	0.443374	0.407808
EP10_4	32	32_18	N/A	18	30	0.0209	20.508590	0.443374	0.407808
EP10_4	32	32_19	N/A	19	30	0.0209	20.511648	0.443374	0.407808
EP10_4	32	32_20	N/A	20	30	0.0209	20.597104	0.443374	0.407808
EP10_4	32	32_21	N/A	21	30	0.0209	20.500705	0.443374	0.407808
EP10_4	32	32_22	N/A	22	30	0.0209	20.597104	0.443374	0.407808
EP10_4	32	32_23	N/A	23	30	0.0209	20.552687	0.443374	0.407808
EP10_4	32	32_24	N/A	24	0	0.0209	0.000000	0.000000	0.000000
EP10_5	33	33_1	N/A	1	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_2	N/A	2	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_3	N/A	3	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_4	N/A	4	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_5	N/A	5	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_6	N/A	6	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_7	N/A	7	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_8	N/A	8	30	0.021	20.737761	0.443374	0.407808
EP10_5	33	33_9	N/A	9	30	0.021	20.690607	0.443374	0.407808
EP10_5	33	33_10	N/A	10	30	0.021	20.690124	0.443374	0.407808
EP10_5	33	33_11	N/A	11	30	0.021	20.644258	0.443374	0.407808
EP10_5	33	33_12	N/A	12	30	0.021	20.627199	0.443374	0.407808
EP10_5	33	33_13	N/A	13	30	0.021	20.560572	0.443374	0.407808
EP10_5	33	33_14	N/A	14	30	0.021	20.572642	0.443374	0.407808
EP10_5	33	33_15	N/A	15	30	0.021	20.512775	0.443374	0.407808
EP10_5	33	33_16	N/A	16	30	0.021	20.582781	0.443374	0.407808
EP10_5	33	33_17	N/A	17	30	0.021	20.624785	0.443374	0.407808
EP10_5	33	33_18	N/A	18	30	0.021	20.508590	0.443374	0.407808
EP10_5	33	33_19	N/A	19	30	0.021	20.511648	0.443374	0.407808
EP10_5	33	33_20	N/A	20	30	0.021	20.597104	0.443374	0.407808
EP10_5	33	33_21	N/A	21	30	0.021	20.500705	0.443374	0.407808
EP10_5	33	33_22	N/A	22	30	0.021	20.597104	0.443374	0.407808
EP10_5	33	33_23	N/A	23	30	0.021	20.552687	0.443374	0.407808
EP10_5	33	33_24	N/A	24	0	0.021	0.000000	0.000000	0.000000
EP10_6	34	34_1	N/A	1	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_2	N/A	2	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_3	N/A	3	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_4	N/A	4	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_5	N/A	5	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_6	N/A	6	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_7	N/A	7	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_8	N/A	8	30	0.0134	20.737761	0.443374	0.407808
EP10_6	34	34_9	N/A	9	30	0.0134	20.690607	0.443374	0.407808
EP10_6	34	34_10	N/A	10	30	0.0134	20.690124	0.443374	0.407808
EP10_6	34	34_11	N/A	11	30	0.0134	20.644258	0.443374	0.407808
EP10_6	34	34_12	N/A	12	30	0.0134	20.627199	0.443374	0.407808
EP10_6	34	34_13	N/A	13	30	0.0134	20.560572	0.443374	0.407808
EP10_6	34	34_14	N/A	14	30	0.0134	20.572642	0.443374	0.407808
EP10_6	34	34_15	N/A	15	30	0.0134	20.512775	0.443374	0.407808
EP10_6	34	34_16	N/A	16	30	0.0134	20.582781	0.443374	0.407808
EP10_6	34	34_17	N/A	17	30	0.0134	20.624785	0.443374	0.407808
EP10_6	34	34_18	N/A	18	30	0.0134	20.508590	0.443374	0.407808
EP10_6	34	34_19	N/A	19	30	0.0134	20.511648	0.443374	0.407808
EP10_6	34	34_20	N/A	20	30	0.0134	20.597104	0.443374	0.407808
EP10_6	34	34_21	N/A	21	30	0.0134	20.500705	0.443374	0.407808
EP10_6	34	34_22	N/A	22	30	0.0134	20.597104	0.443374	0.407808
EP10_6	34	34_23	N/A	23	30	0.0134	20.552687	0.443374	0.407808
EP10_6	34	34_24	N/A	24	0	0.0134	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP10_7	35	35_1	N/A	1	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_2	N/A	2	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_3	N/A	3	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_4	N/A	4	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_5	N/A	5	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_6	N/A	6	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_7	N/A	7	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_8	N/A	8	30	0.0137	20.737761	0.443374	0.407808
EP10_7	35	35_9	N/A	9	30	0.0137	20.690607	0.443374	0.407808
EP10_7	35	35_10	N/A	10	30	0.0137	20.690124	0.443374	0.407808
EP10_7	35	35_11	N/A	11	30	0.0137	20.644258	0.443374	0.407808
EP10_7	35	35_12	N/A	12	30	0.0137	20.627199	0.443374	0.407808
EP10_7	35	35_13	N/A	13	30	0.0137	20.560572	0.443374	0.407808
EP10_7	35	35_14	N/A	14	30	0.0137	20.572642	0.443374	0.407808
EP10_7	35	35_15	N/A	15	30	0.0137	20.512775	0.443374	0.407808
EP10_7	35	35_16	N/A	16	30	0.0137	20.582781	0.443374	0.407808
EP10_7	35	35_17	N/A	17	30	0.0137	20.624785	0.443374	0.407808
EP10_7	35	35_18	N/A	18	30	0.0137	20.508590	0.443374	0.407808
EP10_7	35	35_19	N/A	19	30	0.0137	20.511648	0.443374	0.407808
EP10_7	35	35_20	N/A	20	30	0.0137	20.597104	0.443374	0.407808
EP10_7	35	35_21	N/A	21	30	0.0137	20.500705	0.443374	0.407808
EP10_7	35	35_22	N/A	22	30	0.0137	20.597104	0.443374	0.407808
EP10_7	35	35_23	N/A	23	30	0.0137	20.552687	0.443374	0.407808
EP10_7	35	35_24	N/A	24	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_1	N/A	1	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_2	N/A	2	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_3	N/A	3	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_4	N/A	4	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_5	N/A	5	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_6	N/A	6	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_7	N/A	7	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_8	N/A	8	30	0.0137	20.737761	0.443374	0.407808
EP10_8	36	36_9	N/A	9	30	0.0137	20.690607	0.443374	0.407808
EP10_8	36	36_10	N/A	10	30	0.0137	20.690124	0.443374	0.407808
EP10_8	36	36_11	N/A	11	30	0.0137	20.644258	0.443374	0.407808
EP10_8	36	36_12	N/A	12	30	0.0137	20.627199	0.443374	0.407808
EP10_8	36	36_13	N/A	13	30	0.0137	20.560572	0.443374	0.407808
EP10_8	36	36_14	N/A	14	30	0.0137	20.572642	0.443374	0.407808
EP10_8	36	36_15	N/A	15	30	0.0137	20.512775	0.443374	0.407808
EP10_8	36	36_16	N/A	16	30	0.0137	20.582781	0.443374	0.407808
EP10_8	36	36_17	N/A	17	30	0.0137	20.624785	0.443374	0.407808
EP10_8	36	36_18	N/A	18	30	0.0137	20.508590	0.443374	0.407808
EP10_8	36	36_19	N/A	19	30	0.0137	20.511648	0.443374	0.407808
EP10_8	36	36_20	N/A	20	30	0.0137	20.597104	0.443374	0.407808
EP10_8	36	36_21	N/A	21	30	0.0137	20.500705	0.443374	0.407808
EP10_8	36	36_22	N/A	22	30	0.0137	20.597104	0.443374	0.407808
EP10_8	36	36_23	N/A	23	30	0.0137	20.552687	0.443374	0.407808
EP10_8	36	36_24	N/A	24	0	0.0137	0.000000	0.000000	0.000000
EP10_9	37	37_1	N/A	1	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_2	N/A	2	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_3	N/A	3	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_4	N/A	4	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_5	N/A	5	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_6	N/A	6	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_7	N/A	7	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_8	N/A	8	30	0.0124	20.737761	0.443374	0.407808
EP10_9	37	37_9	N/A	9	30	0.0124	20.690607	0.443374	0.407808
EP10_9	37	37_10	N/A	10	30	0.0124	20.690124	0.443374	0.407808
EP10_9	37	37_11	N/A	11	30	0.0124	20.644258	0.443374	0.407808
EP10_9	37	37_12	N/A	12	30	0.0124	20.627199	0.443374	0.407808
EP10_9	37	37_13	N/A	13	30	0.0124	20.560572	0.443374	0.407808
EP10_9	37	37_14	N/A	14	30	0.0124	20.572642	0.443374	0.407808
EP10_9	37	37_15	N/A	15	30	0.0124	20.512775	0.443374	0.407808
EP10_9	37	37_16	N/A	16	30	0.0124	20.582781	0.443374	0.407808
EP10_9	37	37_17	N/A	17	30	0.0124	20.624785	0.443374	0.407808
EP10_9	37	37_18	N/A	18	30	0.0124	20.508590	0.443374	0.407808
EP10_9	37	37_19	N/A	19	30	0.0124	20.511648	0.443374	0.407808
EP10_9	37	37_20	N/A	20	30	0.0124	20.597104	0.443374	0.407808
EP10_9	37	37_21	N/A	21	30	0.0124	20.500705	0.443374	0.407808
EP10_9	37	37_22	N/A	22	30	0.0124	20.597104	0.443374	0.407808
EP10_9	37	37_23	N/A	23	30	0.0124	20.552687	0.443374	0.407808
EP10_9	37	37_24	N/A	24	0	0.0124	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP11_1	38	38_1	N/A	1	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_2	N/A	2	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_3	N/A	3	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_4	N/A	4	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_5	N/A	5	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_6	N/A	6	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_7	N/A	7	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_8	N/A	8	4	0.0141	20.737761	0.443374	0.407808
EP11_1	38	38_9	N/A	9	4	0.0141	20.690607	0.443374	0.407808
EP11_1	38	38_10	N/A	10	4	0.0141	20.690124	0.443374	0.407808
EP11_1	38	38_11	N/A	11	4	0.0141	20.644258	0.443374	0.407808
EP11_1	38	38_12	N/A	12	4	0.0141	20.627199	0.443374	0.407808
EP11_1	38	38_13	N/A	13	4	0.0141	20.560572	0.443374	0.407808
EP11_1	38	38_14	N/A	14	4	0.0141	20.572642	0.443374	0.407808
EP11_1	38	38_15	N/A	15	4	0.0141	20.512775	0.443374	0.407808
EP11_1	38	38_16	N/A	16	4	0.0141	20.582781	0.443374	0.407808
EP11_1	38	38_17	N/A	17	4	0.0141	20.624785	0.443374	0.407808
EP11_1	38	38_18	N/A	18	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_19	N/A	19	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_20	N/A	20	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_21	N/A	21	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_22	N/A	22	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_23	N/A	23	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_24	N/A	24	0	0.0141	0.000000	0.000000	0.000000
EP11_2	39	39_1	N/A	1	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_2	N/A	2	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_3	N/A	3	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_4	N/A	4	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_5	N/A	5	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_6	N/A	6	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_7	N/A	7	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_8	N/A	8	4	0.0139	20.737761	0.443374	0.407808
EP11_2	39	39_9	N/A	9	4	0.0139	20.690607	0.443374	0.407808
EP11_2	39	39_10	N/A	10	4	0.0139	20.690124	0.443374	0.407808
EP11_2	39	39_11	N/A	11	4	0.0139	20.644258	0.443374	0.407808
EP11_2	39	39_12	N/A	12	4	0.0139	20.627199	0.443374	0.407808
EP11_2	39	39_13	N/A	13	4	0.0139	20.560572	0.443374	0.407808
EP11_2	39	39_14	N/A	14	4	0.0139	20.572642	0.443374	0.407808
EP11_2	39	39_15	N/A	15	4	0.0139	20.512775	0.443374	0.407808
EP11_2	39	39_16	N/A	16	4	0.0139	20.582781	0.443374	0.407808
EP11_2	39	39_17	N/A	17	4	0.0139	20.624785	0.443374	0.407808
EP11_2	39	39_18	N/A	18	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_19	N/A	19	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_20	N/A	20	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_21	N/A	21	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_22	N/A	22	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_23	N/A	23	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_24	N/A	24	0	0.0139	0.000000	0.000000	0.000000
EP11_3	40	40_1	N/A	1	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_2	N/A	2	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_3	N/A	3	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_4	N/A	4	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_5	N/A	5	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_6	N/A	6	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_7	N/A	7	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_8	N/A	8	4	0.0134	20.737761	0.443374	0.407808
EP11_3	40	40_9	N/A	9	4	0.0134	20.690607	0.443374	0.407808
EP11_3	40	40_10	N/A	10	4	0.0134	20.690124	0.443374	0.407808
EP11_3	40	40_11	N/A	11	4	0.0134	20.644258	0.443374	0.407808
EP11_3	40	40_12	N/A	12	4	0.0134	20.627199	0.443374	0.407808
EP11_3	40	40_13	N/A	13	4	0.0134	20.560572	0.443374	0.407808
EP11_3	40	40_14	N/A	14	4	0.0134	20.572642	0.443374	0.407808
EP11_3	40	40_15	N/A	15	4	0.0134	20.512775	0.443374	0.407808
EP11_3	40	40_16	N/A	16	4	0.0134	20.582781	0.443374	0.407808
EP11_3	40	40_17	N/A	17	4	0.0134	20.624785	0.443374	0.407808
EP11_3	40	40_18	N/A	18	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_19	N/A	19	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_20	N/A	20	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_21	N/A	21	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_22	N/A	22	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_23	N/A	23	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_24	N/A	24	0	0.0134	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP12_1	41	41_1	N/A	1	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_2	N/A	2	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_3	N/A	3	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_4	N/A	4	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_5	N/A	5	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_6	N/A	6	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_7	N/A	7	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_8	N/A	8	10	0.033	16.691517	0.378518	0.348262
EP12_1	41	41_9	N/A	9	10	0.033	16.654823	0.378518	0.348262
EP12_1	41	41_10	N/A	10	10	0.033	16.654341	0.378518	0.348262
EP12_1	41	41_11	N/A	11	10	0.033	16.618452	0.378518	0.348262
EP12_1	41	41_12	N/A	12	10	0.033	16.605095	0.378518	0.348262
EP12_1	41	41_13	N/A	13	10	0.033	16.553274	0.378518	0.348262
EP12_1	41	41_14	N/A	14	10	0.033	16.562608	0.378518	0.348262
EP12_1	41	41_15	N/A	15	10	0.033	16.515776	0.378518	0.348262
EP12_1	41	41_16	N/A	16	10	0.033	16.570494	0.378518	0.348262
EP12_1	41	41_17	N/A	17	10	0.033	16.603324	0.378518	0.348262
EP12_1	41	41_18	N/A	18	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_19	N/A	19	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_20	N/A	20	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_21	N/A	21	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_22	N/A	22	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_23	N/A	23	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_24	N/A	24	0	0.033	0.000000	0.000000	0.000000
EP12_2	42	42_1	N/A	1	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_2	N/A	2	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_3	N/A	3	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_4	N/A	4	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_5	N/A	5	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_6	N/A	6	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_7	N/A	7	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_8	N/A	8	10	0.0262	16.691517	0.378518	0.348262
EP12_2	42	42_9	N/A	9	10	0.0262	16.654823	0.378518	0.348262
EP12_2	42	42_10	N/A	10	10	0.0262	16.654341	0.378518	0.348262
EP12_2	42	42_11	N/A	11	10	0.0262	16.618452	0.378518	0.348262
EP12_2	42	42_12	N/A	12	10	0.0262	16.605095	0.378518	0.348262
EP12_2	42	42_13	N/A	13	10	0.0262	16.553274	0.378518	0.348262
EP12_2	42	42_14	N/A	14	10	0.0262	16.562608	0.378518	0.348262
EP12_2	42	42_15	N/A	15	10	0.0262	16.515776	0.378518	0.348262
EP12_2	42	42_16	N/A	16	10	0.0262	16.570494	0.378518	0.348262
EP12_2	42	42_17	N/A	17	10	0.0262	16.603324	0.378518	0.348262
EP12_2	42	42_18	N/A	18	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_19	N/A	19	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_20	N/A	20	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_21	N/A	21	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_22	N/A	22	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_23	N/A	23	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_24	N/A	24	0	0.0262	0.000000	0.000000	0.000000
EP12_3	43	43_1	N/A	1	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_2	N/A	2	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_3	N/A	3	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_4	N/A	4	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_5	N/A	5	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_6	N/A	6	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_7	N/A	7	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_8	N/A	8	10	0.0265	16.691517	0.378518	0.348262
EP12_3	43	43_9	N/A	9	10	0.0265	16.654823	0.378518	0.348262
EP12_3	43	43_10	N/A	10	10	0.0265	16.654341	0.378518	0.348262
EP12_3	43	43_11	N/A	11	10	0.0265	16.618452	0.378518	0.348262
EP12_3	43	43_12	N/A	12	10	0.0265	16.605095	0.378518	0.348262
EP12_3	43	43_13	N/A	13	10	0.0265	16.553274	0.378518	0.348262
EP12_3	43	43_14	N/A	14	10	0.0265	16.562608	0.378518	0.348262
EP12_3	43	43_15	N/A	15	10	0.0265	16.515776	0.378518	0.348262
EP12_3	43	43_16	N/A	16	10	0.0265	16.570494	0.378518	0.348262
EP12_3	43	43_17	N/A	17	10	0.0265	16.603324	0.378518	0.348262
EP12_3	43	43_18	N/A	18	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_19	N/A	19	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_20	N/A	20	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_21	N/A	21	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_22	N/A	22	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_23	N/A	23	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_24	N/A	24	0	0.0265	0.000000	0.000000	0.000000

Appendix F BACKGROUND NOISE MEASUREMENT RECORD

Photographic Record

Results of Background Noise Measurement

Sampling Date:	8 Jan 2020 to 9 Jan 2020	**Calibration**	
Weather Conditions:	Good	Calibrator Model:	Rion, NC-74
Wind Speed:	<5 m/s	Before:	94.0 dB(A)
Noise Meter Model:	Rion, NL-52	After:	94.0 dB(A)
Façade/Free-field:	Façade		

Location BG1

Time period	Mean Leq	Lmax	Lmin	L10	L90
0930-1030	61.7	78.5	54.8	62.4	59.9
1900-2000	59.5	80.2	43.7	62.1	54.2

Location BG2

Time period	Mean Leq	Lmax	Lmin	L10	L90
0930-1030	65.1	83.3	56.2	66.9	58.0
1900-2000	64.7	86.2	48.7	67.9	53.0

Location BG3

Time period	Mean Leq	Lmax	Lmin	L10	L90
0930-1030	71.0	92.5	44.9	57.2	47.4
1900-2000	46.8	60.0	43.2	48.6	44.5

Appendix G PHOTOGRAPHIC RECORD OF NOISE SENSITIVES RECEIVERS

CN1/DN1/IN1	CN2/DN2/IN2
CN3/DN3/IN3	CN4/DN4/IN4
CN5/DN5/IN5	CN6/DN6/IN6
CN7/DN7/IN7	IN8

Appendix H NOTIONAL SOURCES FOR CONSTRUCTION AND DEMOLITION NOISE ASSESSMENT

Figure H-1

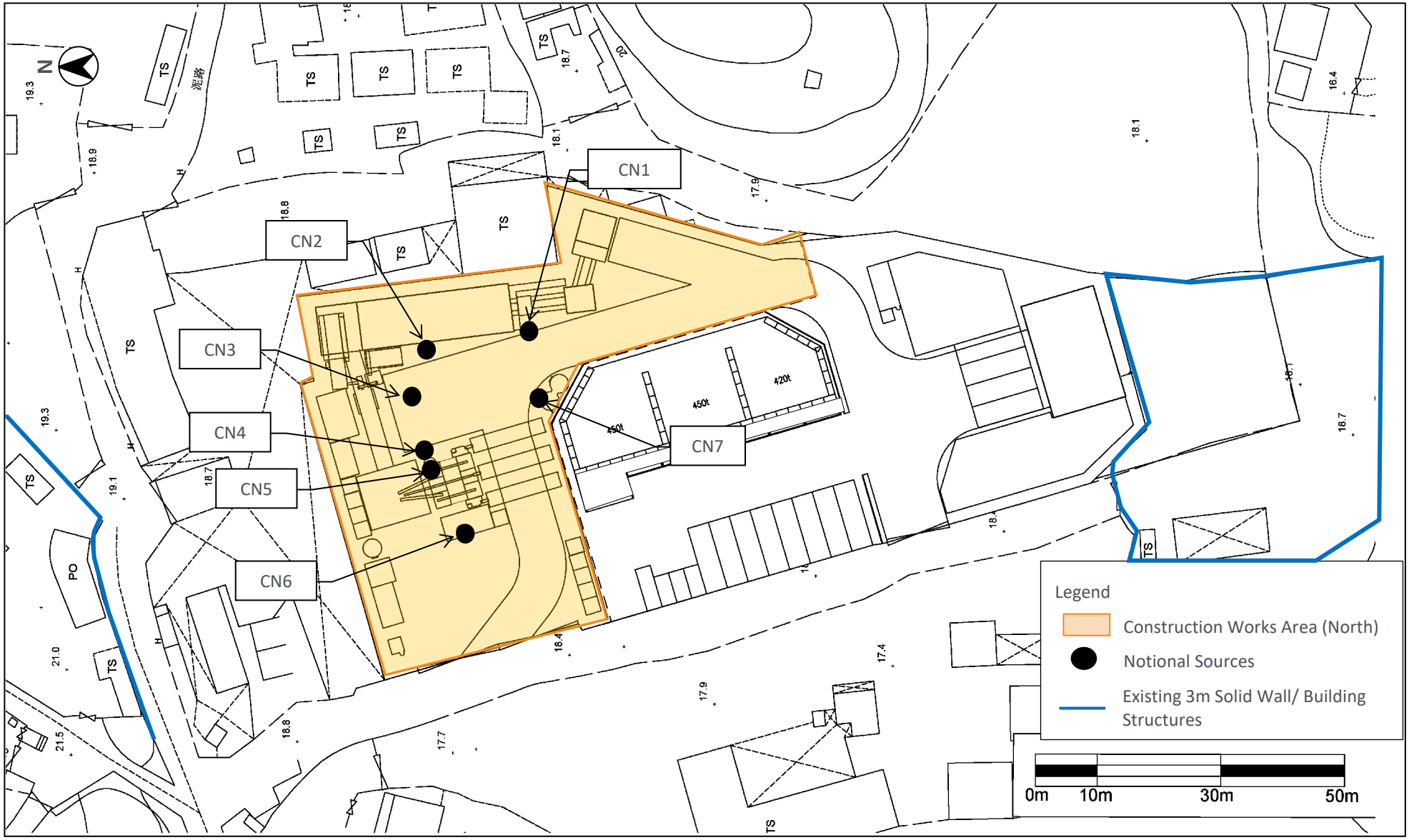

N
CN1
CN2
CN3
CN4
CN5
CN6
CN7
450t
420t
Legend
Construction Works Area (North)
Notional Sources
Existing 3m Solid Wall/ Building Structures
0m
10m
30m
50m

Figure H-2

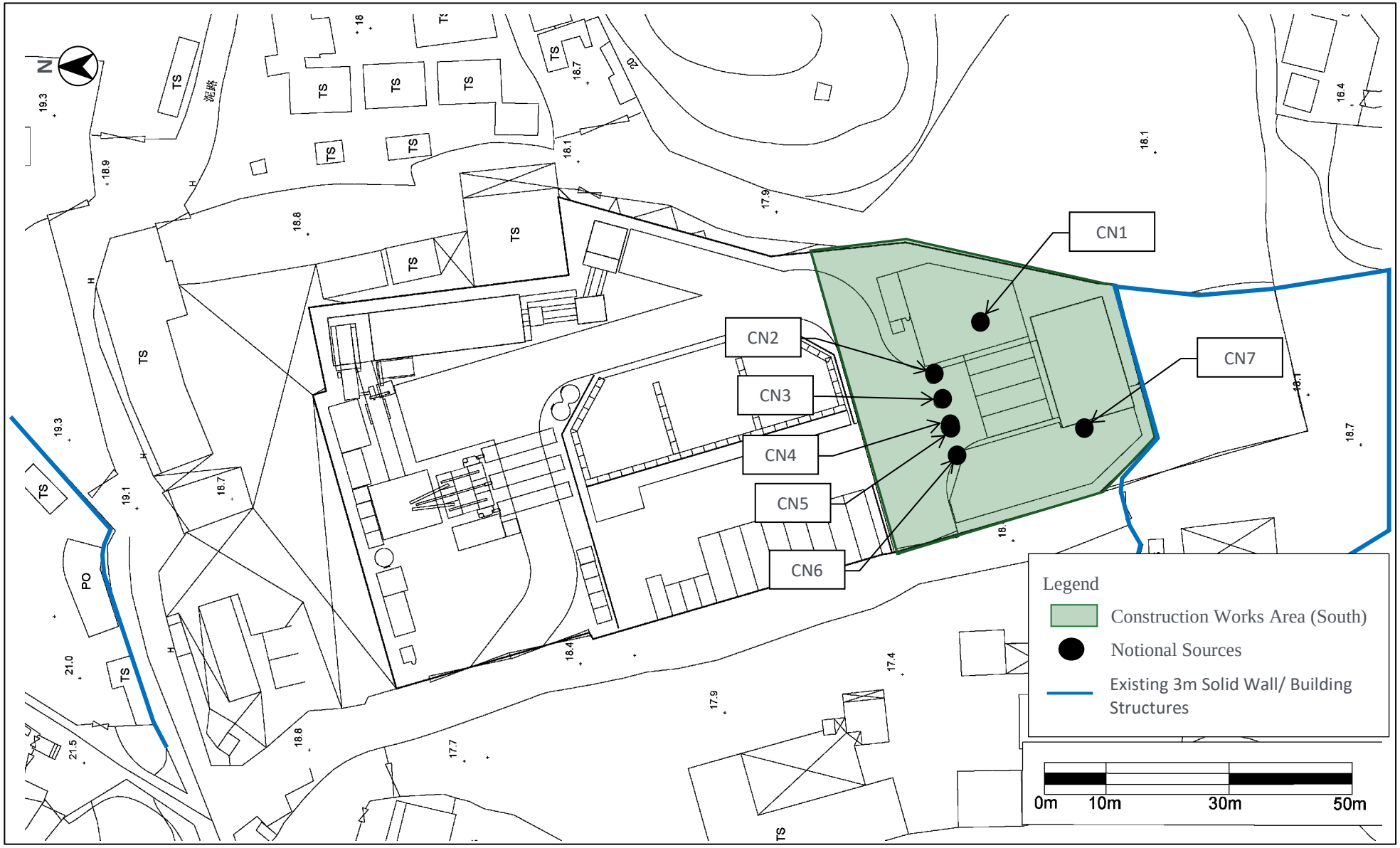

N
CN1
CN2
CN3
CN4
CN5
CN6
CN7
Legend
Construction Works Area (South)
Notional Sources
Existing 3m Solid Wall/ Building Structures
0m
10m
30m
50m

Figure H-3

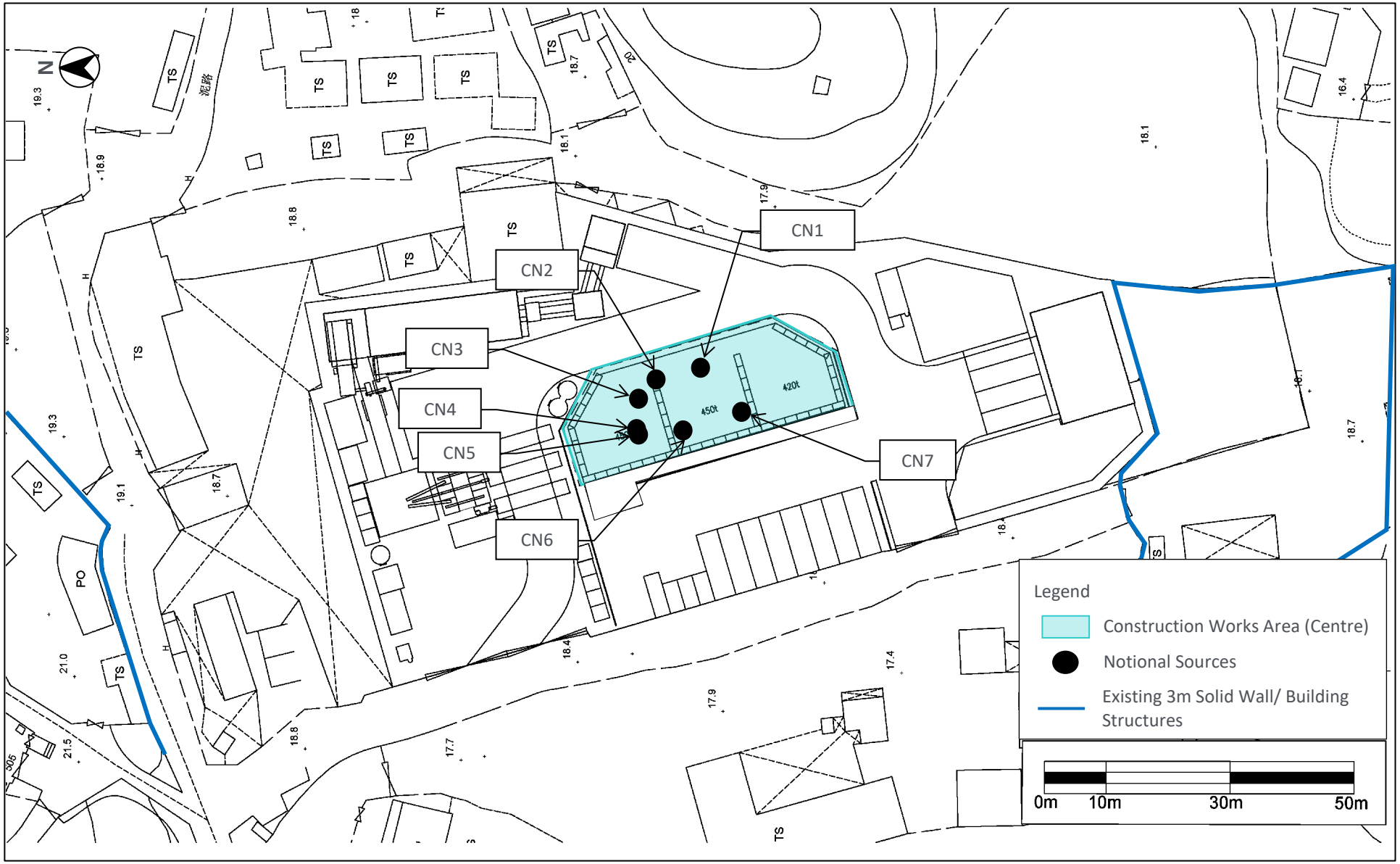
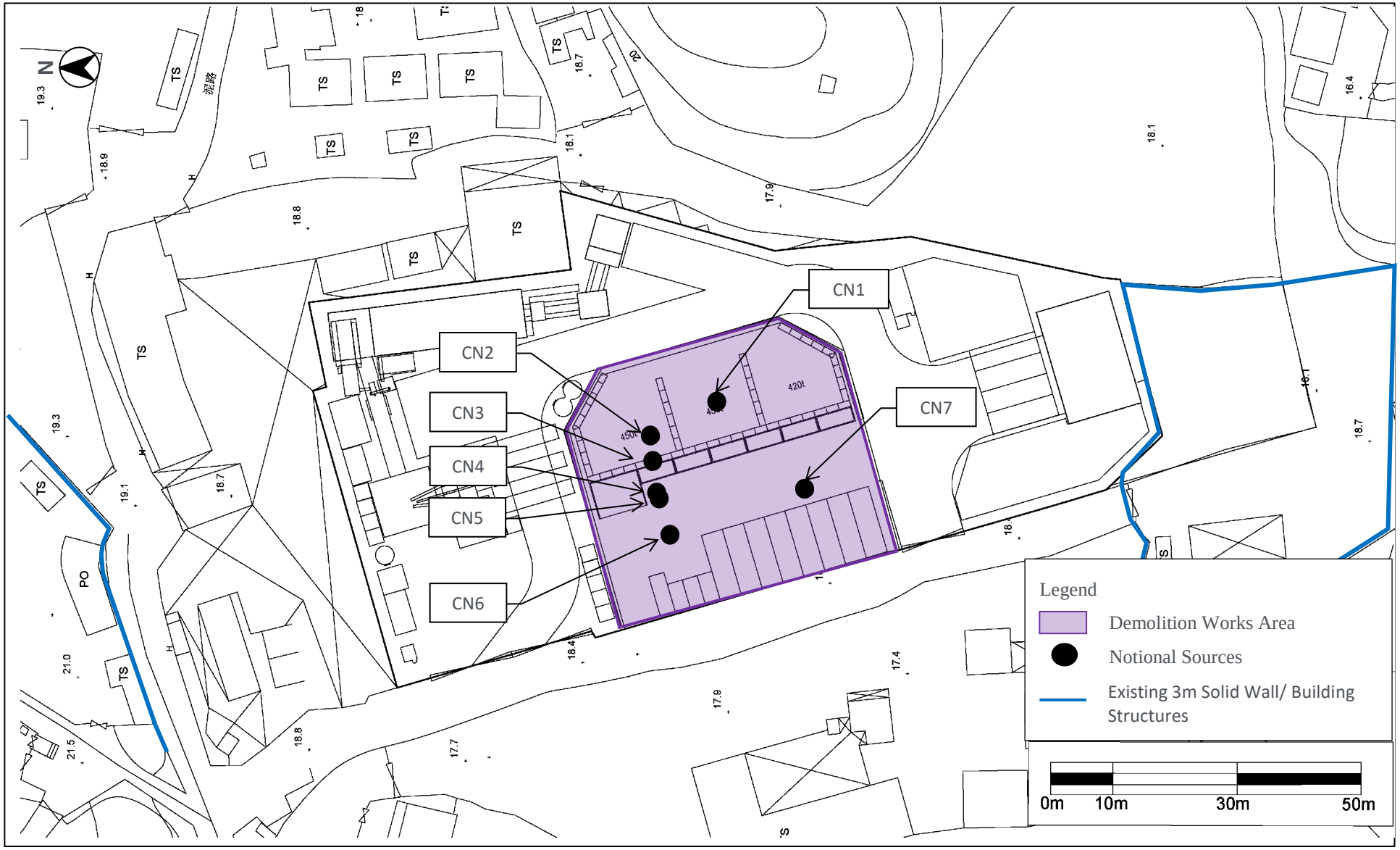
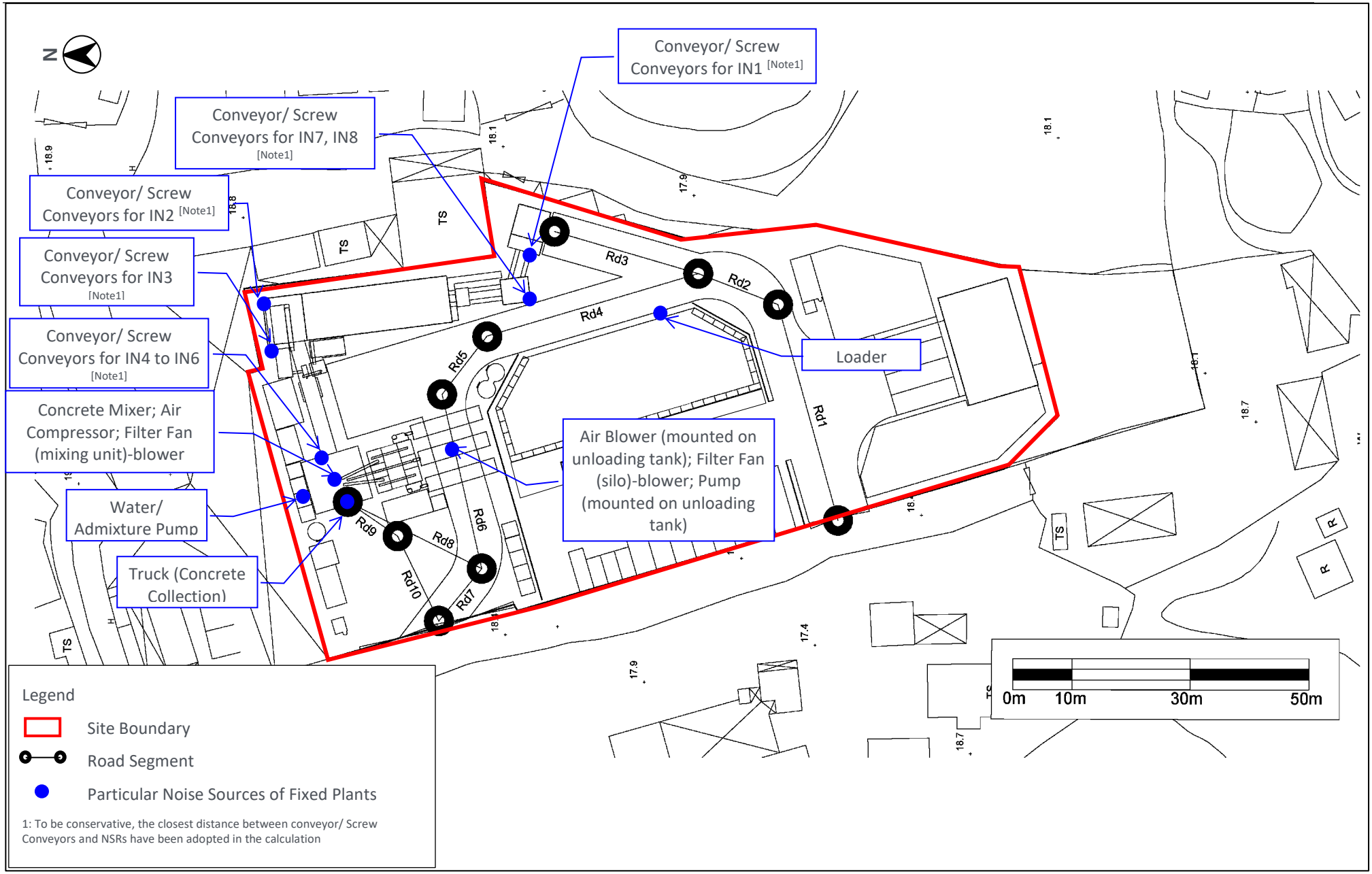

N
CN1
CN2
CN3
CN4
CN5
CN6
CN7
450t
420t
Legend
Construction Works Area (Centre)
Notional Sources
Existing 3m Solid Wall/ Building Structures
0m
10m
30m
50m

Figure H-4


N
CN1
CN2
CN3
CN4
CN5
CN6
CN7
Legend
Demolition Works Area
Notional Sources
Existing 3m Solid Wall/ Building Structures
0m
10m
30m
50m

Appendix I LOCATION OF FIXED NOISE SOURCES AND HAUL ROAD


N
Conveyor/ Screw Conveyors for IN1 [Note1]
Conveyor/ Screw Conveyors for IN7, IN8 [Note1]
Conveyor/ Screw Conveyors for IN2 [Note1]
Conveyor/ Screw Conveyors for IN3 [Note1]
Conveyor/ Screw Conveyors for IN4 to IN6 [Note1]
Concrete Mixer; Air Compressor; Filter Fan (mixing unit)-blower
Water/ Admixture Pump
Truck (Concrete Collection)
Loader
Air Blower (mounted on unloading tank); Filter Fan (silo)-blower; Pump (mounted on unloading tank)
Rd1
Rd2
Rd3
Rd4
Rd5
Rd6
Rd7
Rd8
Rd9
Rd10
TS
0m
10m
30m
50m
Legend
Site Boundary
Road Segment
Particular Noise Sources of Fixed Plants
1: To be conservative, the closest distance between conveyor/ Screw Conveyors and NSRs have been adopted in the calculation

Appendix J RESULT OF DEMOLITION NOISE IMPACT ASSESSMENT

CN1

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	96.5	50%	0	-47.7	-3	0	3	64.3
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	96.5	50%	0	-47.7	-3	0	3	57.3
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	96.5	50%	0	-47.7	-3	0	3	74.3
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	96.5	50%	0	-47.7	-3	0	3	60.3
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	96.5	100%	0	-47.7	0	0	3	55.3
										Total	75

CN2

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	110.2	50%	0	-48.8	-3	0	3	63.2
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	110.2	50%	0	-48.8	-3	0	3	56.2
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	110.2	50%	0	-48.8	-3	0	3	73.2
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	110.2	50%	0	-48.8	-3	0	3	59.2
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	110.2	100%	0	-48.8	0	0	3	54.2
										Total	74

CN3

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	105.3	50%	0	-48.4	-3	0	3	63.6
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	105.3	50%	0	-48.4	-3	0	3	56.6
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	105.3	50%	0	-48.4	-3	0	3	73.6
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	105.3	50%	0	-48.4	-3	0	3	59.6
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	105.3	100%	0	-48.4	0	0	3	54.6
										Total	74

CN4

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	125.8	50%	0	-50	-3	0	3	62.0
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	125.8	50%	0	-50	-3	0	3	55.0
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	125.8	50%	0	-50	-3	0	3	72.0
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	125.8	50%	0	-50	-3	0	3	58.0
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	125.8	100%	0	-50	0	0	3	53.0
										Total	73

CN5

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	89.5	50%	0	-47	-3	-5	3	60.0
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	89.5	50%	0	-47	-3	-5	3	53.0
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	89.5	50%	0	-47	-3	-5	3	70.0
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	89.5	50%	0	-47	-3	-5	3	56.0
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	89.5	100%	0	-47	0	-5	3	51.0
										Total	71

CN6

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	92.6	50%	0	-47.3	-3	0	3	64.7
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	92.6	50%	0	-47.3	-3	0	3	57.7
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	92.6	50%	0	-47.3	-3	0	3	74.7
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	92.6	50%	0	-47.3	-3	0	3	60.7
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	92.6	100%	0	-47.3	0	0	3	55.7
										Total	75

CN7

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	130.3	50%	0	-50.3	-3	-5	3	56.7
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	130.3	50%	0	-50.3	-3	-5	3	49.7
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	130.3	50%	0	-50.3	-3	-5	3	66.7
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	130.3	50%	0	-50.3	-3	-5	3	52.7
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	130.3	100%	0	-50.3	0	-5	3	47.7
										Total	67

Notes:

1. Predicted Noise Level (PNL) is in term of equivalent continuous sound pressure levels over 30 minute interval, $L_{eq(30min)}$.
2. "Other PME" is the "*Sound Power Levels of other Commonly used PME*" published by EPD which can be downloaded from
3. The existing solid wall and structures in font of CN5 and CN7 respectivly, due to no direct-line-of-sight to the Site, screening correction -5dB(A) is applied .
4.QPME (Crane, mobile) produced by the brand of Liebherr (model LTM 1100-4.2) will be adopted in the demolition phase, in order to reduce the SWL of the plant to 105dB(A). QPME code listed is for reference.

Appendix K RESULT OF CONSTRUCTION NOISE IMPACT ASSESSMENT

CN1

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	86.9	100%	0	-46.8	0	0	3	56.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	86.9	100%	0	-46.8	0	0	3	58.2
Concrete lorry mixer	CNP 044	109	1	86.9	50%	0	-46.8	-3	0	3	62.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	86.9	50%	0	-46.8	-3	0	3	65.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	86.9	50%	0	-46.8	-3	0	3	58.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	86.9	100%	0	-46.8	0	0	3	59.2
Cutter, circular, steel (electric)	Other PME 056	112	1	86.9	100%	0	-46.8	0	0	3	68.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	86.9	50%	0	-46.8	-3	0	3	65.2
										Total	72
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	97.8	100%	0	-47.8	0	0	3	55.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	97.8	100%	0	-47.8	0	0	3	57.2
Concrete lorry mixer	CNP 044	109	1	97.8	50%	0	-47.8	-3	0	3	61.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	97.8	50%	0	-47.8	-3	0	3	64.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	97.8	50%	0	-47.8	-3	0	3	57.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	97.8	100%	0	-47.8	0	0	3	58.2
Cutter, circular, steel (electric)	Other PME 056	112	1	97.8	100%	0	-47.8	0	0	3	67.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	97.8	50%	0	-47.8	-3	0	3	64.2
										Total	71
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	90.7	100%	0	-47.1	0	0	3	55.9
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	90.7	100%	0	-47.1	0	0	3	57.9
Concrete lorry mixer	CNP 044	109	1	90.7	50%	0	-47.1	-3	0	3	61.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	90.7	50%	0	-47.1	-3	0	3	64.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	90.7	50%	0	-47.1	-3	0	3	57.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	90.7	100%	0	-47.1	0	0	3	58.9
Cutter, circular, steel (electric)	Other PME 056	112	1	90.7	100%	0	-47.1	0	0	3	67.9
Excavator/loader, wheeled/tracked	CNP 081	112	1	90.7	50%	0	-47.1	-3	0	3	64.9
										Total	72
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	86.9	100%	0	-46.8	0	0	3	56.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	86.9	100%	0	-46.8	0	0	3	58.2
Concrete lorry mixer	CNP 044	109	1	86.9	50%	0	-46.8	-3	0	3	62.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	86.9	50%	0	-46.8	-3	0	3	65.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	86.9	50%	0	-46.8	-3	0	3	58.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	86.9	100%	0	-46.8	0	0	3	59.2
Cutter, circular, steel (electric)	Other PME 056	112	1	86.9	100%	0	-46.8	0	0	3	68.2
										Total	72
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	97.8	100%	0	-47.8	0	0	3	55.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	97.8	100%	0	-47.8	0	0	3	57.2
Concrete lorry mixer	CNP 044	109	1	97.8	50%	0	-47.8	-3	0	3	61.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	97.8	50%	0	-47.8	-3	0	3	64.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	97.8	50%	0	-47.8	-3	0	3	57.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	97.8	100%	0	-47.8	0	0	3	58.2
Cutter, circular, steel (electric)	Other PME 056	112	1	97.8	100%	0	-47.8	0	0	3	67.2
										Total	71
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	90.7	100%	0	-47.1	0	0	3	55.9
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	90.7	100%	0	-47.1	0	0	3	57.9
Concrete lorry mixer	CNP 044	109	1	90.7	50%	0	-47.1	-3	0	3	61.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	90.7	50%	0	-47.1	-3	0	3	64.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	90.7	50%	0	-47.1	-3	0	3	57.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	90.7	100%	0	-47.1	0	0	3	58.9
Cutter, circular, steel (electric)	Other PME 056	112	1	90.7	100%	0	-47.1	0	0	3	67.9
										Total	71

CN2

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	73.2	100%	0	-45.3	0	0	3	57.7
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	73.2	100%	0	-45.3	0	0	3	59.7
Concrete lorry mixer	CNP 044	109	1	73.2	50%	0	-45.3	-3	0	3	63.7
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	73.2	50%	0	-45.3	-3	0	3	66.7
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	73.2	50%	0	-45.3	-3	0	3	59.7
Drill, percussive, hand-held (electric)	CNP 064	103	1	73.2	100%	0	-45.3	0	0	3	60.7
Cutter, circular, steel (electric)	Other PME 056	112	1	73.2	100%	0	-45.3	0	0	3	69.7
Excavator/loader, wheeled/tracked	CNP 081	112	1	73.2	50%	0	-45.3	-3	0	3	66.7
										Total	74
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	150.7	100%	0	-51.5	0	0	3	51.5
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	150.7	100%	0	-51.5	0	0	3	53.5
Concrete lorry mixer	CNP 044	109	1	150.7	50%	0	-51.5	-3	0	3	57.5
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	150.7	50%	0	-51.5	-3	0	3	60.5
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	150.7	50%	0	-51.5	-3	0	3	53.5
Drill, percussive, hand-held (electric)	CNP 064	103	1	150.7	100%	0	-51.5	0	0	3	54.5
Cutter, circular, steel (electric)	Other PME 056	112	1	150.7	100%	0	-51.5	0	0	3	63.5
Excavator/loader, wheeled/tracked	CNP 081	112	1	150.7	50%	0	-51.5	-3	0	3	60.5
										Total	67
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	108.1	100%	0	-48.7	0	0	3	54.3
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	108.1	100%	0	-48.7	0	0	3	56.3
Concrete lorry mixer	CNP 044	109	1	108.1	50%	0	-48.7	-3	0	3	60.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	108.1	50%	0	-48.7	-3	0	3	63.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	108.1	50%	0	-48.7	-3	0	3	56.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	108.1	100%	0	-48.7	0	0	3	57.3
Cutter, circular, steel (electric)	Other PME 056	112	1	108.1	100%	0	-48.7	0	0	3	66.3
Excavator/loader, wheeled/tracked	CNP 081	112	1	108.1	50%	0	-48.7	-3	0	3	63.3
										Total	70
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	73.2	100%	0	-45.3	0	0	3	57.7
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	73.2	100%	0	-45.3	0	0	3	59.7
Concrete lorry mixer	CNP 044	109	1	73.2	50%	0	-45.3	-3	0	3	63.7
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	73.2	50%	0	-45.3	-3	0	3	66.7
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	73.2	50%	0	-45.3	-3	0	3	59.7
Drill, percussive, hand-held (electric)	CNP 064	103	1	73.2	100%	0	-45.3	0	0	3	60.7
Cutter, circular, steel (electric)	Other PME 056	112	1	73.2	100%	0	-45.3	0	0	3	69.7
										Total	73
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	150.7	100%	0	-51.5	0	0	3	51.5
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	150.7	100%	0	-51.5	0	0	3	53.5
Concrete lorry mixer	CNP 044	109	1	150.7	50%	0	-51.5	-3	0	3	57.5
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	150.7	50%	0	-51.5	-3	0	3	60.5
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	150.7	50%	0	-51.5	-3	0	3	53.5
Drill, percussive, hand-held (electric)	CNP 064	103	1	150.7	100%	0	-51.5	0	0	3	54.5
Cutter, circular, steel (electric)	Other PME 056	112	1	150.7	100%	0	-51.5	0	0	3	63.5
										Total	67
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	108.1	100%	0	-48.7	0	0	3	54.3
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	108.1	100%	0	-48.7	0	0	3	56.3
Concrete lorry mixer	CNP 044	109	1	108.1	50%	0	-48.7	-3	0	3	60.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	108.1	50%	0	-48.7	-3	0	3	63.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	108.1	50%	0	-48.7	-3	0	3	56.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	108.1	100%	0	-48.7	0	0	3	57.3
Cutter, circular, steel (electric)	Other PME 056	112	1	108.1	100%	0	-48.7	0	0	3	66.3
										Total	70

CN3

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	68.4	100%	0	-44.7	0	0	3	58.3
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	68.4	100%	0	-44.7	0	0	3	60.3
Concrete lorry mixer	CNP 044	109	1	68.4	50%	0	-44.7	-3	0	3	64.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	68.4	50%	0	-44.7	-3	0	3	67.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	68.4	50%	0	-44.7	-3	0	3	60.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	68.4	100%	0	-44.7	0	0	3	61.3
Cutter, circular, steel (electric)	Other PME 056	112	1	68.4	100%	0	-44.7	0	0	3	70.3
Excavator/loader, wheeled/tracked	CNP 081	112	1	68.4	50%	0	-44.7	-3	0	3	67.3
										Total	75
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	152.5	100%	0	-51.6	0	0	3	51.4
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	152.5	100%	0	-51.6	0	0	3	53.4
Concrete lorry mixer	CNP 044	109	1	152.5	50%	0	-51.6	-3	0	3	57.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	152.5	50%	0	-51.6	-3	0	3	60.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	152.5	50%	0	-51.6	-3	0	3	53.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	152.5	100%	0	-51.6	0	0	3	54.4
Cutter, circular, steel (electric)	Other PME 056	112	1	152.5	100%	0	-51.6	0	0	3	63.4
Excavator/loader, wheeled/tracked	CNP 081	112	1	152.5	50%	0	-51.6	-3	0	3	60.4
										Total	67
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	104.2	100%	0	-48.3	0	0	3	54.7
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	104.2	100%	0	-48.3	0	0	3	56.7
Concrete lorry mixer	CNP 044	109	1	104.2	50%	0	-48.3	-3	0	3	60.7
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	104.2	50%	0	-48.3	-3	0	3	63.7
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	104.2	50%	0	-48.3	-3	0	3	56.7
Drill, percussive, hand-held (electric)	CNP 064	103	1	104.2	100%	0	-48.3	0	0	3	57.7
Cutter, circular, steel (electric)	Other PME 056	112	1	104.2	100%	0	-48.3	0	0	3	66.7
Excavator/loader, wheeled/tracked	CNP 081	112	1	104.2	50%	0	-48.3	-3	0	3	63.7
										Total	70
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	68.4	100%	0	-44.7	0	0	3	58.3
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	68.4	100%	0	-44.7	0	0	3	60.3
Concrete lorry mixer	CNP 044	109	1	68.4	50%	0	-44.7	-3	0	3	64.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	68.4	50%	0	-44.7	-3	0	3	67.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	68.4	50%	0	-44.7	-3	0	3	60.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	68.4	100%	0	-44.7	0	0	3	61.3
Cutter, circular, steel (electric)	Other PME 056	112	1	68.4	100%	0	-44.7	0	0	3	70.3
										Total	74
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	152.5	100%	0	-51.6	0	0	3	51.4
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	152.5	100%	0	-51.6	0	0	3	53.4
Concrete lorry mixer	CNP 044	109	1	152.5	50%	0	-51.6	-3	0	3	57.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	152.5	50%	0	-51.6	-3	0	3	60.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	152.5	50%	0	-51.6	-3	0	3	53.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	152.5	100%	0	-51.6	0	0	3	54.4
Cutter, circular, steel (electric)	Other PME 056	112	1	152.5	100%	0	-51.6	0	0	3	63.4
										Total	67
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	104.2	100%	0	-48.3	0	0	3	54.7
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	104.2	100%	0	-48.3	0	0	3	56.7
Concrete lorry mixer	CNP 044	109	1	104.2	50%	0	-48.3	-3	0	3	60.7
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	104.2	50%	0	-48.3	-3	0	3	63.7
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	104.2	50%	0	-48.3	-3	0	3	56.7
Drill, percussive, hand-held (electric)	CNP 064	103	1	104.2	100%	0	-48.3	0	0	3	57.7
Cutter, circular, steel (electric)	Other PME 056	112	1	104.2	100%	0	-48.3	0	0	3	66.7
										Total	70

CN4

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	96.9	100%	0	-47.7	0	0	3	55.3
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	96.9	100%	0	-47.7	0	0	3	57.3
Concrete lorry mixer	CNP 044	109	1	96.9	50%	0	-47.7	-3	0	3	61.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	96.9	50%	0	-47.7	-3	0	3	64.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	96.9	50%	0	-47.7	-3	0	3	57.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	96.9	100%	0	-47.7	0	0	3	58.3
Cutter, circular, steel (electric)	Other PME 056	112	1	96.9	100%	0	-47.7	0	0	3	67.3
Excavator/loader, wheeled/tracked	CNP 081	112	1	96.9	50%	0	-47.7	-3	0	3	64.3
										Total	72
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	174.0	100%	0	-52.8	0	0	3	50.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	174.0	100%	0	-52.8	0	0	3	52.2
Concrete lorry mixer	CNP 044	109	1	174.0	50%	0	-52.8	-3	0	3	56.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	174.0	50%	0	-52.8	-3	0	3	59.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	174.0	50%	0	-52.8	-3	0	3	52.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	174.0	100%	0	-52.8	0	0	3	53.2
Cutter, circular, steel (electric)	Other PME 056	112	1	174.0	100%	0	-52.8	0	0	3	62.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	174.0	50%	0	-52.8	-3	0	3	59.2
										Total	66
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	127.5	100%	0	-50.1	0	0	3	52.9
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	127.5	100%	0	-50.1	0	0	3	54.9
Concrete lorry mixer	CNP 044	109	1	127.5	50%	0	-50.1	-3	0	3	58.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	127.5	50%	0	-50.1	-3	0	3	61.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	127.5	50%	0	-50.1	-3	0	3	54.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	127.5	100%	0	-50.1	0	0	3	55.9
Cutter, circular, steel (electric)	Other PME 056	112	1	127.5	100%	0	-50.1	0	0	3	64.9
Excavator/loader, wheeled/tracked	CNP 081	112	1	127.5	50%	0	-50.1	-3	0	3	61.9
										Total	68
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	96.9	100%	0	-47.7	0	0	3	55.3
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	96.9	100%	0	-47.7	0	0	3	57.3
Concrete lorry mixer	CNP 044	109	1	96.9	50%	0	-47.7	-3	0	3	61.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	96.9	50%	0	-47.7	-3	0	3	64.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	96.9	50%	0	-47.7	-3	0	3	57.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	96.9	100%	0	-47.7	0	0	3	58.3
Cutter, circular, steel (electric)	Other PME 056	112	1	96.9	100%	0	-47.7	0	0	3	67.3
										Total	71
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	174.0	100%	0	-52.8	0	0	3	50.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	174.0	100%	0	-52.8	0	0	3	52.2
Concrete lorry mixer	CNP 044	109	1	174.0	50%	0	-52.8	-3	0	3	56.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	174.0	50%	0	-52.8	-3	0	3	59.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	174.0	50%	0	-52.8	-3	0	3	52.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	174.0	100%	0	-52.8	0	0	3	53.2
Cutter, circular, steel (electric)	Other PME 056	112	1	174.0	100%	0	-52.8	0	0	3	62.2
										Total	66
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	127.5	100%	0	-50.1	0	0	3	52.9
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	127.5	100%	0	-50.1	0	0	3	54.9
Concrete lorry mixer	CNP 044	109	1	127.5	50%	0	-50.1	-3	0	3	58.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	127.5	50%	0	-50.1	-3	0	3	61.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	127.5	50%	0	-50.1	-3	0	3	54.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	127.5	100%	0	-50.1	0	0	3	55.9
Cutter, circular, steel (electric)	Other PME 056	112	1	127.5	100%	0	-50.1	0	0	3	64.9
										Total	68

CN5

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB (note3)	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	62.0	100%	0	-43.8	0	-5	3	54.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	62.0	100%	0	-43.8	0	-5	3	56.2
Concrete lorry mixer	CNP 044	109	1	62.0	50%	0	-43.8	-3	-5	3	60.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	62.0	50%	0	-43.8	-3	-5	3	63.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	62.0	50%	0	-43.8	-3	-5	3	56.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	62.0	100%	0	-43.8	0	-5	3	57.2
Cutter, circular, steel (electric)	Other PME 056	112	1	62.0	100%	0	-43.8	0	-5	3	66.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	62.0	50%	0	-43.8	-3	-5	3	63.2
										Total	70
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	137.6	100%	0	-50.8	0	-5	3	47.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	137.6	100%	0	-50.8	0	-5	3	49.2
Concrete lorry mixer	CNP 044	109	1	137.6	50%	0	-50.8	-3	-5	3	53.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	137.6	50%	0	-50.8	-3	-5	3	56.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	137.6	50%	0	-50.8	-3	-5	3	49.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	137.6	100%	0	-50.8	0	-5	3	50.2
Cutter, circular, steel (electric)	Other PME 056	112	1	137.6	100%	0	-50.8	0	-5	3	59.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	137.6	50%	0	-50.8	-3	-5	3	56.2
										Total	63
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	91.8	100%	0	-47.2	0	-5	3	50.8
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	91.8	100%	0	-47.2	0	-5	3	52.8
Concrete lorry mixer	CNP 044	109	1	91.8	50%	0	-47.2	-3	-5	3	56.8
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	91.8	50%	0	-47.2	-3	-5	3	59.8
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	91.8	50%	0	-47.2	-3	-5	3	52.8
Drill, percussive, hand-held (electric)	CNP 064	103	1	91.8	100%	0	-47.2	0	-5	3	53.8
Cutter, circular, steel (electric)	Other PME 056	112	1	91.8	100%	0	-47.2	0	-5	3	62.8
Excavator/loader, wheeled/tracked	CNP 081	112	1	91.8	50%	0	-47.2	-3	-5	3	59.8
										Total	66
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	62.0	100%	0	-43.8	0	-5	3	54.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	62.0	100%	0	-43.8	0	-5	3	56.2
Concrete lorry mixer	CNP 044	109	1	62.0	50%	0	-43.8	-3	-5	3	60.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	62.0	50%	0	-43.8	-3	-5	3	63.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	62.0	50%	0	-43.8	-3	-5	3	56.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	62.0	100%	0	-43.8	0	-5	3	57.2
Cutter, circular, steel (electric)	Other PME 056	112	1	62.0	100%	0	-43.8	0	-5	3	66.2
										Total	70
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	137.6	100%	0	-50.8	0	-5	3	47.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	137.6	100%	0	-50.8	0	-5	3	49.2
Concrete lorry mixer	CNP 044	109	1	137.6	50%	0	-50.8	-3	-5	3	53.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	137.6	50%	0	-50.8	-3	-5	3	56.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	137.6	50%	0	-50.8	-3	-5	3	49.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	137.6	100%	0	-50.8	0	-5	3	50.2
Cutter, circular, steel (electric)	Other PME 056	112	1	137.6	100%	0	-50.8	0	-5	3	59.2
										Total	63
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	91.8	100%	0	-47.2	0	-5	3	50.8
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	91.8	100%	0	-47.2	0	-5	3	52.8
Concrete lorry mixer	CNP 044	109	1	91.8	50%	0	-47.2	-3	-5	3	56.8
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	91.8	50%	0	-47.2	-3	-5	3	59.8
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	91.8	50%	0	-47.2	-3	-5	3	52.8
Drill, percussive, hand-held (electric)	CNP 064	103	1	91.8	100%	0	-47.2	0	-5	3	53.8
Cutter, circular, steel (electric)	Other PME 056	112	1	91.8	100%	0	-47.2	0	-5	3	62.8
										Total	66

CN6

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	76.5	100%	0	-45.7	0	0	3	57.3
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	76.5	100%	0	-45.7	0	0	3	59.3
Concrete lorry mixer	CNP 044	109	1	76.5	50%	0	-45.7	-3	0	3	63.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	76.5	50%	0	-45.7	-3	0	3	66.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	76.5	50%	0	-45.7	-3	0	3	59.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	76.5	100%	0	-45.7	0	0	3	60.3
Cutter, circular, steel (electric)	Other PME 056	112	1	76.5	100%	0	-45.7	0	0	3	69.3
Excavator/loader, wheeled/tracked	CNP 081	112	1	76.5	50%	0	-45.7	-3	0	3	66.3
										Total	74
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	135.2	100%	0	-50.6	0	0	3	52.4
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	135.2	100%	0	-50.6	0	0	3	54.4
Concrete lorry mixer	CNP 044	109	1	135.2	50%	0	-50.6	-3	0	3	58.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	135.2	50%	0	-50.6	-3	0	3	61.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	135.2	50%	0	-50.6	-3	0	3	54.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	135.2	100%	0	-50.6	0	0	3	55.4
Cutter, circular, steel (electric)	Other PME 056	112	1	135.2	100%	0	-50.6	0	0	3	64.4
Excavator/loader, wheeled/tracked	CNP 081	112	1	135.2	50%	0	-50.6	-3	0	3	61.4
										Total	68
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	107.7	100%	0	-48.6	0	0	3	54.4
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	107.7	100%	0	-48.6	0	0	3	56.4
Concrete lorry mixer	CNP 044	109	1	107.7	50%	0	-48.6	-3	0	3	60.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	107.7	50%	0	-48.6	-3	0	3	63.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	107.7	50%	0	-48.6	-3	0	3	56.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	107.7	100%	0	-48.6	0	0	3	57.4
Cutter, circular, steel (electric)	Other PME 056	112	1	107.7	100%	0	-48.6	0	0	3	66.4
Excavator/loader, wheeled/tracked	CNP 081	112	1	107.7	50%	0	-48.6	-3	0	3	63.4
										Total	70
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	76.5	100%	0	-45.7	0	0	3	57.3
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	76.5	100%	0	-45.7	0	0	3	59.3
Concrete lorry mixer	CNP 044	109	1	76.5	50%	0	-45.7	-3	0	3	63.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	76.5	50%	0	-45.7	-3	0	3	66.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	76.5	50%	0	-45.7	-3	0	3	59.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	76.5	100%	0	-45.7	0	0	3	60.3
Cutter, circular, steel (electric)	Other PME 056	112	1	76.5	100%	0	-45.7	0	0	3	69.3
										Total	73
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	135.2	100%	0	-50.6	0	0	3	52.4
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	135.2	100%	0	-50.6	0	0	3	54.4
Concrete lorry mixer	CNP 044	109	1	135.2	50%	0	-50.6	-3	0	3	58.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	135.2	50%	0	-50.6	-3	0	3	61.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	135.2	50%	0	-50.6	-3	0	3	54.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	135.2	100%	0	-50.6	0	0	3	55.4
Cutter, circular, steel (electric)	Other PME 056	112	1	135.2	100%	0	-50.6	0	0	3	64.4
										Total	68
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	107.7	100%	0	-48.6	0	0	3	54.4
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	107.7	100%	0	-48.6	0	0	3	56.4
Concrete lorry mixer	CNP 044	109	1	107.7	50%	0	-48.6	-3	0	3	60.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	107.7	50%	0	-48.6	-3	0	3	63.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	107.7	50%	0	-48.6	-3	0	3	56.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	107.7	100%	0	-48.6	0	0	3	57.4
Cutter, circular, steel (electric)	Other PME 056	112	1	107.7	100%	0	-48.6	0	0	3	66.4
										Total	70

CN7

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	173.6	100%	0	-52.8	0	-5	3	45.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	173.6	100%	0	-52.8	0	-5	3	47.2
Concrete lorry mixer	CNP 044	109	1	173.6	50%	0	-52.8	-3	-5	3	51.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	173.6	50%	0	-52.8	-3	-5	3	54.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	173.6	50%	0	-52.8	-3	-5	3	47.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	173.6	100%	0	-52.8	0	-5	3	48.2
Cutter, circular, steel (electric)	Other PME 056	112	1	173.6	100%	0	-52.8	0	-5	3	57.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	173.6	50%	0	-52.8	-3	-5	3	54.2
										Total	61
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	91.3	100%	0	-47.2	0	-5	3	50.8
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	91.3	100%	0	-47.2	0	-5	3	52.8
Concrete lorry mixer	CNP 044	109	1	91.3	50%	0	-47.2	-3	-5	3	56.8
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	91.3	50%	0	-47.2	-3	-5	3	59.8
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	91.3	50%	0	-47.2	-3	-5	3	52.8
Drill, percussive, hand-held (electric)	CNP 064	103	1	91.3	100%	0	-47.2	0	-5	3	53.8
Cutter, circular, steel (electric)	Other PME 056	112	1	91.3	100%	0	-47.2	0	-5	3	62.8
Excavator/loader, wheeled/tracked	CNP 081	112	1	91.3	50%	0	-47.2	-3	-5	3	59.8
										Total	66
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	142.9	100%	0	-51.1	0	-5	3	46.9
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	142.9	100%	0	-51.1	0	-5	3	48.9
Concrete lorry mixer	CNP 044	109	1	142.9	50%	0	-51.1	-3	-5	3	52.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	142.9	50%	0	-51.1	-3	-5	3	55.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	142.9	50%	0	-51.1	-3	-5	3	48.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	142.9	100%	0	-51.1	0	-5	3	49.9
Cutter, circular, steel (electric)	Other PME 056	112	1	142.9	100%	0	-51.1	0	-5	3	58.9
Excavator/loader, wheeled/tracked	CNP 081	112	1	142.9	50%	0	-51.1	-3	-5	3	55.9
										Total	62
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	173.6	100%	0	-52.8	0	-5	3	45.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	173.6	100%	0	-52.8	0	-5	3	47.2
Concrete lorry mixer	CNP 044	109	1	173.6	50%	0	-52.8	-3	-5	3	51.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	173.6	50%	0	-52.8	-3	-5	3	54.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	173.6	50%	0	-52.8	-3	-5	3	47.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	173.6	100%	0	-52.8	0	-5	3	48.2
Cutter, circular, steel (electric)	Other PME 056	112	1	173.6	100%	0	-52.8	0	-5	3	57.2
										Total	61
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	91.3	100%	0	-47.2	0	-5	3	50.8
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	91.3	100%	0	-47.2	0	-5	3	52.8
Concrete lorry mixer	CNP 044	109	1	91.3	50%	0	-47.2	-3	-5	3	56.8
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	91.3	50%	0	-47.2	-3	-5	3	59.8
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	91.3	50%	0	-47.2	-3	-5	3	52.8
Drill, percussive, hand-held (electric)	CNP 064	103	1	91.3	100%	0	-47.2	0	-5	3	53.8
Cutter, circular, steel (electric)	Other PME 056	112	1	91.3	100%	0	-47.2	0	-5	3	62.8
										Total	66
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	142.9	100%	0	-51.1	0	-5	3	46.9
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	142.9	100%	0	-51.1	0	-5	3	48.9
Concrete lorry mixer	CNP 044	109	1	142.9	50%	0	-51.1	-3	-5	3	52.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	142.9	50%	0	-51.1	-3	-5	3	55.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	142.9	50%	0	-51.1	-3	-5	3	48.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	142.9	100%	0	-51.1	0	-5	3	49.9
Cutter, circular, steel (electric)	Other PME 056	112	1	142.9	100%	0	-51.1	0	-5	3	58.9
										Total	62

Notes:

1. Predicted Noise Level (PNL) is in term of equivalent continuous sound pressure levels over 30 minute interval, $L_{eq(30min)}$.
2. "Other PME" is the "*Sound Power Levels of other Commonly used PME*" published by EPD which can be downloaded from
3. The existing solid wall and structures in font of CN5 and CN7 respectivly, due to no direct-line-of-sight to the Site, screening correction -5dB(A) is applied .

Appendix L RESULT OF INDUSTRIAL NOISE IMPACT ASSESSMENT

Result of Noise Impact Assessment (07:00 to 19:00) Scenario 1

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [2]	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	39.6	59	63
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	73.5	NA	NA	30	100.0%	0.0	-45.3	NA	NA	0	3	42.5		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	122.2	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	31.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	46.6		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	38.6		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	121.9	NA	NA	5	16.7%	-7.8	-49.7	NA	NA	0	3	52.3		
Loader			CNP081	112	1	NA	0	112.0	84.7	NA	NA	5	16.7%	-7.8	-46.5	NA	NA	-5	3	55.7		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	107.8	15	2.0	NA	N/A	NA	-20.3	-19.6	-11.8	-5	3	33.1		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	84.4	15	7.5	NA	N/A	NA	-19.3	-13.8	-11.8	-5	3	39.9		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	74.3	15	17.9	NA	N/A	NA	-18.7	-10	-11.8	-5	3	44.3		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	82.6	15	24.6	NA	N/A	NA	-19.2	-8.6	-11.8	-5	3	45.2		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	94.6	15	3.3	NA	N/A	NA	-19.8	-17.4	-11.8	-5	3	35.8		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	113.8	15	5.9	NA	N/A	NA	-20.6	-14.8	-11.8	-5	3	37.6		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	124.2	15	11.3	NA	N/A	NA	-20.9	-12	-11.8	-5	3	40.1		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	123.4	15	4.5	NA	N/A	NA	-20.9	-16	-11.8	-5	3	36.1		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	131.2	15	4.3	NA	N/A	NA	-21.2	-16.3	-11.8	-5	3	35.5		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	42.7	59	63
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	55.0	NA	NA	30	100.0%	0.0	-42.8	NA	NA	0	3	45.0		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	79.1	NA	NA	30	100.0%	0.0	-45.9	NA	NA	0	3	35.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	49.7		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	41.7		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	86.0	NA	NA	5	16.7%	-7.8	-46.7	NA	NA	0	3	55.3		
Loader			CNP081	112	1	NA	0	112.0	117.4	NA	NA	5	16.7%	-7.8	-49.4	NA	NA	-5	3	52.8		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	147.2	15	12.3	NA	N/A	NA	-21.7	-11.7	-11.8	-5	3	39.6		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	130.8	15	1.2	NA	N/A	NA	-21.2	-21.8	-11.8	-5	3	30.0		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	111.1	15	1.7	NA	N/A	NA	-20.5	-20.3	-11.8	-5	3	32.2		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	107.3	15	10.2	NA	N/A	NA	-20.3	-12.5	-11.8	-5	3	40.2		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	90.0	15	7.6	NA	N/A	NA	-19.5	-13.7	-11.8	-5	3	39.8		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	99.0	15	11.9	NA	N/A	NA	-20.0	-11.8	-11.8	-5	3	41.2		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	98.1	15	3.8	NA	N/A	NA	-19.9	-16.8	-11.8	-5	3	36.3		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	91.0	15	0.9	NA	N/A	NA	-19.6	-22.9	-11.8	-5	3	30.5		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	103.4	15	3.0	NA	N/A	NA	-20.1	-17.8	-11.8	-5	3	35.1		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	44.5	60	61
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	59.9	NA	NA	30	100.0%	0.0	-43.5	NA	NA	0	3	44.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	61.8	NA	NA	30	100.0%	0.0	-43.8	NA	NA	0	3	37.2		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	51.5		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	43.5		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	69.4	NA	NA	5	16.7%	-7.8	-44.8	NA	NA	0	3	57.2		
Loader			CNP081	112	1	NA	0	112.0	119.9	NA	NA	5	16.7%	-7.8	-49.6	NA	NA	-5	3	52.6		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	145.2	15	14.2	NA	N/A	NA	-21.6	-11	-11.8	-5	3	40.4		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	134.7	15	3.0	NA	N/A	NA	-21.3	-17.8	-11.8	-5	3	33.9		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	117.2	15	6.0	NA	N/A	NA	-20.7	-14.8	-11.8	-5	3	37.5		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	110.0	15	2.7	NA	N/A	NA	-20.4	-18.3	-11.8	-5	3	34.3		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	87.4	15	6.0	NA	N/A	NA	-19.4	-14.7	-11.8	-5	3	38.9		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	87.7	15	18.1	NA	N/A	NA	-19.4	-10	-11.8	-5	3	43.6		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	81.8	15	3.3	NA	N/A	NA	-19.1	-17.3	-11.8	-5	3	36.6		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	74.2	15	2.6	NA	N/A	NA	-18.7	-18.4	-11.8	-5	3	35.9		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	84.6	15	7.4	NA	N/A	NA	-19.3	-13.9	-11.8	-5	3	39.8		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN4

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	42.0	58	61
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	40.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	83.2	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	34.6		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	49.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	41.0		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	88.3	NA	NA	5	16.7%	-7.8	-46.9	NA	NA	0	3	55.1		
Loader			CNP081	112	1	NA	0	112.0	148.8	NA	NA	5	16.7%	-7.8	-51.4	NA	NA	-5	3	50.8		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	165.6	15	12.9	NA	N/A	NA	-22.2	-11.5	-11.8	-5	3	39.3		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	163.2	15	3.8	NA	N/A	NA	-22.1	-16.7	-11.8	-5	3	34.2		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	150.1	15	7.4	NA	N/A	NA	-21.8	-13.9	-11.8	-5	3	37.3		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	140.6	15	4.1	NA	N/A	NA	-21.5	-16.4	-11.8	-5	3	35.1		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	116.9	15	2.0	NA	N/A	NA	-20.7	-19.6	-11.8	-5	3	32.7		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	107.1	15	15.6	NA	N/A	NA	-20.3	-10.6	-11.8	-5	3	42.1		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	96.2	15	11.2	NA	N/A	NA	-19.8	-12.1	-11.8	-5	3	41.1		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	90.8	15	5.5	NA	N/A	NA	-19.6	-15.1	-11.8	-5	3	38.3		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	94.4	15	9.5	NA	N/A	NA	-19.7	-12.8	-11.8	-5	3	40.5		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN5

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	44.2	59	61
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	56.1	NA	NA	30	100.0%	0.0	-43.0	NA	NA	-2	3	42.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	49.4	NA	NA	30	100.0%	0.0	-41.9	NA	NA	-2	3	37.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	51.2		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	43.2		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	53.4	NA	NA	5	16.7%	-7.8	-42.5	NA	NA	-2	3	57.5		
Loader			CNP081	112	1	NA	0	112.0	113.8	NA	NA	5	16.7%	-7.8	-49.1	NA	NA	-10	3	48.1		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	129.2	15	16.4	NA	N/A	NA	-21.1	-10.4	-11.8	-10	3	36.5		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	128.0	15	5.2	NA	N/A	NA	-21.1	-15.4	-11.8	-10	3	31.5		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	116.2	15	10.3	NA	N/A	NA	-20.7	-12.4	-11.8	-10	3	34.9		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	106.3	15	7.5	NA	N/A	NA	-20.3	-13.8	-11.8	-10	3	33.9		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	83.1	15	1.6	NA	N/A	NA	-19.2	-20.5	-11.8	-10	3	28.3		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	71.4	15	22.7	NA	N/A	NA	-18.5	-9	-11.8	-10	3	40.5		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	60.1	15	19.2	NA	N/A	NA	-17.8	-9.7	-11.8	-10	3	40.5		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	55.2	15	9.6	NA	N/A	NA	-17.4	-12.7	-11.8	-10	3	37.9		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	57.8	15	15.5	NA	N/A	NA	-17.6	-10.7	-11.8	-10	3	39.7		

Notes:

1 A 10dB(A) noise reduction was applied, as NSR5 is 1 storey building, and was blocked by the existing soild wall, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, as an 3m height existing solid wall, 4m height proposed noise barrier was erected between IN5 and semi-enclosed fixed plants

Predicted Noise Level at IN6

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	43.0	59	61
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	83.3	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	41.4		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	77.0	NA	NA	30	100.0%	0.0	-45.7	NA	NA	0	3	35.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	50.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	42.0		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	75.9	NA	NA	5	16.7%	-7.8	-45.6	NA	NA	0	3	56.4		
Loader			CNP081	112	1	NA	0	112.0	126.2	NA	NA	5	16.7%	-7.8	-50.0	NA	NA	-5	3	52.2		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	130.2	15	14.6	NA	N/A	NA	-21.1	-10.9	-11.8	-5	3	41.0		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	137.6	15	5.8	NA	N/A	NA	-21.4	-14.9	-11.8	-5	3	36.7		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	132.4	15	10.6	NA	N/A	NA	-21.2	-12.3	-11.8	-5	3	39.5		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	122.0	15	12.4	NA	N/A	NA	-20.9	-11.6	-11.8	-5	3	40.5		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	103.6	15	2.0	NA	N/A	NA	-20.2	-19.6	-11.8	-5	3	33.2		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	85.6	15	12.6	NA	N/A	NA	-19.3	-11.6	-11.8	-5	3	42.1		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	74.1	15	19.3	NA	N/A	NA	-18.7	-9.7	-11.8	-5	3	44.6		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	74.3	15	7.5	NA	N/A	NA	-18.7	-13.8	-11.8	-5	3	40.5		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	67.7	15	10.5	NA	N/A	NA	-18.3	-12.3	-11.8	-5	3	42.4		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN7

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion , dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	33.3	50	50
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	169.0	NA	NA	30	100.0%	0.0	-52.5	NA	NA	-2	3	33.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	198.4	NA	NA	30	100.0%	0.0	-53.9	NA	NA	-2	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	32.3		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	190.9	NA	NA	5	16.7%	-7.8	-53.6	NA	NA	-2	3	46.4		
Loader			CNP081	112	1	NA	0	112.0	149.6	NA	NA	5	16.7%	-7.8	-51.5	NA	NA	-10	3	45.7		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	119.0	15	14.6	NA	N/A	NA	-20.8	-10.9	-11.8	-10	3	36.3		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	138.2	15	0.6	NA	N/A	NA	-21.4	-24.5	-11.8	-10	3	22.1		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	157.8	15	1.6	NA	N/A	NA	-22	-20.6	-11.8	-10	3	25.4		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	159.4	15	8.4	NA	N/A	NA	-22	-13.3	-11.8	-10	3	32.7		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	176.5	15	3.7	NA	N/A	NA	-22.5	-16.8	-11.8	-10	3	28.7		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	172.4	15	9.1	NA	N/A	NA	-22.4	-13	-11.8	-10	3	32.6		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	178.9	15	2.7	NA	N/A	NA	-22.5	-18.3	-11.8	-10	3	27.2		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	186.3	15	1.4	NA	N/A	NA	-22.7	-21.1	-11.8	-10	3	24.2		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	177.6	15	4.4	NA	N/A	NA	-22.5	-16.1	-11.8	-10	3	29.4		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN7 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, as a 4m height proposed noise barrier was erected between IN7 and semi-enclosed fixed plants

Predicted Noise Level at IN8

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion , dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	33.3	49	50
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	217.9	NA	NA	30	100.0%	0.0	-54.7	NA	NA	0	3	33.1		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	247.9	NA	NA	30	100.0%	0.0	-55.9	NA	NA	0	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	32.3		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	240.4	NA	NA	5	16.7%	-7.8	-55.6	NA	NA	0	3	46.4		
Loader			CNP081	112	1	NA	0	112.0	196.6	NA	NA	5	16.7%	-7.8	-53.9	NA	NA	-10	3	43.3		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	166.7	15	11.1	NA	N/A	NA	-22.2	-12.1	-11.8	-10	3	33.7		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	184.2	15	0.1	NA	N/A	NA	-22.7	-34.5	-11.8	-10	3	10.8		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	204.1	15	0.5	NA	N/A	NA	-23.1	-25.7	-11.8	-10	3	19.2		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	206.7	15	5.7	NA	N/A	NA	-23.2	-15	-11.8	-10	3	29.8		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	224.9	15	2.9	NA	N/A	NA	-23.5	-18	-11.8	-10	3	26.5		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	221.7	15	7.2	NA	N/A	NA	-23.5	-14	-11.8	-10	3	30.5		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	228.5	15	2.2	NA	N/A	NA	-23.6	-19.1	-11.8	-10	3	25.3		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	235.9	15	1.2	NA	N/A	NA	-23.7	-21.9	-11.8	-10	3	22.4		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	227.4	15	3.4	NA	N/A	NA	-23.6	-17.2	-11.8	-10	3	27.2		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN8 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

Result of Noise Impact Assessment (07:00 to 19:00) Scenario 2

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion , dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [2]	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	39.6	53	63
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	73.5	NA	NA	30	100.0%	0.0	-45.3	NA	NA	0	3	42.5		
Air Blower (mounted on unloading tank)		Stationary	Other PME	95	2	NA	0	98.0	108.4	NA	NA	30	100.0%	0.0	-48.7	NA	NA	-5	3	47.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	122.2	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	31.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	46.6		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	38.6		
Filter Fan (silo) - blower		Stationary	Other PME	95	2	Semi-enclosure	-10	88.0	108.4	NA	NA	30	100.0%	0.0	-48.7	NA	NA	0	3	42.3		
Pump (mounted on unloading tank)		Stationary	CNP 281	88	2	NA	0	91.0	108.4	NA	NA	30	100.0%	0.0	-48.7	NA	NA	-5	3	40.3		
Rd1	Aggregates Truck	Haul Road	Other PME	105	10	NA	NA	NA	107.8	15	2.0	NA	N/A	NA	-20.3	-19.6	-11.8	-5	3	28.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	107.8	15	2.0	NA	N/A	NA	-20.3	-19.6	-11.8	-5	3	28.3		
Rd2	Aggregates Truck	Haul Road	Other PME	105	10	NA	NA	NA	84.4	15	7.5	NA	N/A	NA	-19.3	-13.8	-11.8	-5	3	35.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	84.4	15	7.5	NA	N/A	NA	-19.3	-13.8	-11.8	-5	3	35.1		
Rd3	Aggregates Truck	Haul Road	Other PME	105	10	NA	NA	NA	74.3	15	17.9	NA	N/A	NA	-18.7	-10	-11.8	-5	3	39.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	74.3	15	17.9	NA	N/A	NA	-18.7	-10	-11.8	-5	3	39.5		
Rd4	Lorry	Haul Road	Other PME	105	10	NA	NA	NA	82.6	15	24.6	NA	N/A	NA	-19.2	-8.6	-11.8	-5	3	40.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	82.6	15	24.6	NA	N/A	NA	-19.2	-8.6	-11.8	-5	3	40.4		
Rd5	Lorry	Haul Road	Other PME	105	10	NA	NA	NA	94.6	15	3.3	NA	N/A	NA	-19.8	-17.4	-11.8	-5	3	31.0		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	94.6	15	3.3	NA	N/A	NA	-19.8	-17.4	-11.8	-5	3	31.0		
Rd6	Lorry	Haul Road	Other PME	105	10	NA	NA	NA	113.8	15	5.9	NA	N/A	NA	-20.6	-14.8	-11.8	-5	3	32.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	113.8	15	5.9	NA	N/A	NA	-20.6	-14.8	-11.8	-5	3	32.8		
Rd7	Lorry	Haul Road	Other PME	105	12	NA	NA	NA	132.6	15	2.5	NA	N/A	NA	-21.2	-18.5	-11.8	-5	3	29.3		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion , dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	42.7	55	63
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	55.0	NA	NA	30	100.0%	0.0	-42.8	NA	NA	0	3	45.0		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	95.0	NA	NA	30	100.0%	0.0	-47.5	NA	NA	-5	3	48.5		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	79.1	NA	NA	30	100.0%	0.0	-45.9	NA	NA	0	3	35.1		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	49.7		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	41.7		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	95.0	NA	NA	30	100.0%	0.0	-47.5	NA	NA	0	3	43.5		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	95.0	NA	NA	30	100.0%	0.0	-47.5	NA	NA	-5	3	41.5		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	137.8678625	158.1523366	37.50185182	0.21402076	105	10	NA	NA	NA	147.2	15	12.3	NA	N/A	NA	-21.7	-11.7	-11.8	-5	3	34.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	137.8678625	158.1523366	37.50185182	0.21402076	112	2	NA	NA	NA	147.2	15	12.3	NA	N/A	NA	-21.7	-11.7	-11.8	-5	3	34.8		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	123.6908934	137.8678625	14.43942275	0.020986563	105	10	NA	NA	NA	130.8	15	1.2	NA	N/A	NA	-21.2	-21.8	-11.8	-5	3	25.2		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	123.6908934	137.8678625	14.43942275	0.020986563	112	2	NA	NA	NA	130.8	15	1.2	NA	N/A	NA	-21.2	-21.8	-11.8	-5	3	25.2		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	98.63194388	123.6908934	25.26813089	0.029376516	105	10	NA	NA	NA	111.1	15	1.7	NA	N/A	NA	-20.5	-20.3	-11.8	-5	3	27.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	98.63194388	123.6908934	25.26813089	0.029376516	112	2	NA	NA	NA	111.1	15	1.7	NA	N/A	NA	-20.5	-20.3	-11.8	-5	3	27.4		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	91.69094109	123.6908934	37.17288639	0.177859382	105	10	NA	NA	NA	107.3	15	10.2	NA	N/A	NA	-20.3	-12.5	-11.8	-5	3	35.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	91.69094109	123.6908934	37.17288639	0.177859382	112	2	NA	NA	NA	107.3	15	10.2	NA	N/A	NA	-20.3	-12.5	-11.8	-5	3	35.4		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	88.63702834	91.69094109	12.37841814	0.13316153	105	10	NA	NA	NA	90.0	15	7.6	NA	N/A	NA	-19.5	-13.7	-11.8	-5	3	35.0		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	88.63702834	91.69094109	12.37841814	0.13316153	112	2	NA	NA	NA	90.0	15	7.6	NA	N/A	NA	-19.5	-13.7	-11.8	-5	3	35.0		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	110.3602499	88.63702834	29.9046541	0.208174418	105	10	NA	NA	NA	99.0	15	11.9	NA	N/A	NA	-20	-11.8	-11.8	-5	3	36.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	110.3602499	88.63702834	29.9046541	0.208174418	112	2	NA	NA	NA	99.0	15	11.9	NA	N/A	NA	-20.0	-11.8	-11.8	-5	3	36.4		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	110.8825356	110.3602499	11.35273793	0.102563538	105	12	NA	NA	NA	110.5	15	5.9	NA	N/A	NA	-20.4	-14.9	-11.8	-5	3	33.7		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	44.5	56	61
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	59.9	NA	NA	30	100.0%	0.0	-43.5	NA	NA	0	3	44.3		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	86.0	NA	NA	30	100.0%	0.0	-46.7	NA	NA	-5	3	49.3		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	61.8	NA	NA	30	100.0%	0.0	-43.8	NA	NA	0	3	37.2		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	51.5		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	43.5		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	86.0	NA	NA	30	100.0%	0.0	-46.7	NA	NA	0	3	44.3		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	86.0	NA	NA	30	100.0%	0.0	-46.7	NA	NA	-5	3	42.3		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	141.0641334	151.4833128	37.50185182	0.247071889	105	10	NA	NA	NA	145.2	15	14.2	NA	N/A	NA	-21.6	-11.0	-11.8	-5	3	35.6		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	141.0641334	151.4833128	37.50185182	0.247071889	112	2	NA	NA	NA	145.2	15	14.2	NA	N/A	NA	-21.6	-11	-11.8	-5	3	35.6		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	128.4720679	141.0641334	14.43942275	0.05249859	105	10	NA	NA	NA	134.7	15	3.0	NA	N/A	NA	-21.3	-17.8	-11.8	-5	3	29.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	128.4720679	141.0641334	14.43942275	0.05249859	112	2	NA	NA	NA	134.7	15	3.0	NA	N/A	NA	-21.3	-17.8	-11.8	-5	3	29.1		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	106.3083038	128.4720679	25.26813089	0.103879317	105	10	NA	NA	NA	117.2	15	6.0	NA	N/A	NA	-20.7	-14.8	-11.8	-5	3	32.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	106.3083038	128.4720679	25.26813089	0.103879317	112	2	NA	NA	NA	117.2	15	6.0	NA	N/A	NA	-20.7	-14.8	-11.8	-5	3	32.7		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	91.6444215	128.4720679	37.17288639	0.046586479	105	10	NA	NA	NA	110.0	15	2.7	NA	N/A	NA	-20.4	-18.3	-11.8	-5	3	29.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	91.6444215	128.4720679	37.17288639	0.046586479	112	2	NA	NA	NA	110.0	15	2.7	NA	N/A	NA	-20.4	-18.3	-11.8	-5	3	29.5		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	83.37448906	91.6444215	12.37841814	0.105418074	105	10	NA	NA	NA	87.4	15	6.0	NA	N/A	NA	-19.4	-14.7	-11.8	-5	3	34.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	83.37448906	91.6444215	12.37841814	0.105418074	112	2	NA	NA	NA	87.4	15	6.0	NA	N/A	NA	-19.4	-14.7	-11.8	-5	3	34.1		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	94.20270306	83.37448906	29.9046541	0.315849082	105	10	NA	NA	NA	87.7	15	18.1	NA	N/A	NA	-19.4	-10	-11.8	-5	3	38.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	94.20270306	83.37448906	29.9046541	0.315849082	112	2	NA	NA	NA	87.7	15	18.1	NA	N/A	NA	-19.4	-10	-11.8	-5	3	38.8		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	90.46287835	94.20270306	11.35273793	0.116180792	105	12	NA	NA	NA	92.2	15	6.7	NA	N/A	NA	-19.6	-14.3	-11.8	-5	3	35.1		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN4

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	39.6	53	61
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	40.8		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	108.4	NA	NA	30	100.0%	0.0	-48.7	NA	NA	-5	3	47.3		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	122.2	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	31.3		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	46.6		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	38.6		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	108.4	NA	NA	30	100.0%	0.0	-48.7	NA	NA	0	3	42.3		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	108.4	NA	NA	30	100.0%	0.0	-48.7	NA	NA	-5	3	40.3		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	168.0416618	165.3344533	37.50185182	0.224876182	105	10	NA	NA	NA	165.6	15	12.9	NA	N/A	NA	-22.2	-11.5	-11.8	-5	3	34.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	168.0416618	165.3344533	37.50185182	0.224876182	112	2	NA	NA	NA	165.6	15	12.9	NA	N/A	NA	-22.2	-11.5	-11.8	-5	3	34.5		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	158.6076303	168.0416618	14.43942275	0.066971078	105	10	NA	NA	NA	163.2	15	3.8	NA	N/A	NA	-22.1	-16.7	-11.8	-5	3	29.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	158.6076303	168.0416618	14.43942275	0.066971078	112	2	NA	NA	NA	163.2	15	3.8	NA	N/A	NA	-22.1	-16.7	-11.8	-5	3	29.4		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	142.2837877	158.6076303	25.26813089	0.128480335	105	10	NA	NA	NA	150.1	15	7.4	NA	N/A	NA	-21.8	-13.9	-11.8	-5	3	32.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	142.2837877	158.6076303	25.26813089	0.128480335	112	2	NA	NA	NA	150.1	15	7.4	NA	N/A	NA	-21.8	-13.9	-11.8	-5	3	32.5		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	122.8120404	158.6076303	37.17288639	0.07184429	105	10	NA	NA	NA	140.6	15	4.1	NA	N/A	NA	-21.5	-16.4	-11.8	-5	3	30.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	122.8120404	158.6076303	37.17288639	0.07184429	112	2	NA	NA	NA	140.6	15	4.1	NA	N/A	NA	-21.5	-16.4	-11.8	-5	3	30.3		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	111.1078682	122.8120404	12.37841814	0.034497642	105	10	NA	NA	NA	116.9	15	2.0	NA	N/A	NA	-20.7	-19.6	-11.8	-5	3	27.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	111.1078682	122.8120404	12.37841814	0.034497642	112	2	NA	NA	NA	116.9	15	2.0	NA	N/A	NA	-20.7	-19.6	-11.8	-5	3	27.9		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	105.1075862	111.1078682	29.9046541	0.271935109	105	10	NA	NA	NA	107.1	15	15.6	NA	N/A	NA	-20.3	-10.6	-11.8	-5	3	37.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	105.1075862	111.1078682	29.9046541	0.271935109	112	2	NA	NA	NA	107.1	15	15.6	NA	N/A	NA	-20.3	-10.6	-11.8	-5	3	37.3		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	95.88127971	105.1075862	11.35273793	0.065907214	105	12	NA	NA	NA	100.4	15	3.8	NA	N/A	NA	-20.0	-16.8	-11.8	-5	3	32.2		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN5

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	2	3	48.2	58	61
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	56.1	NA	NA	30	100.0%	0.0	-43.0	NA	NA	2	3	46.8		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	73.6	NA	NA	30	100.0%	0.0	-45.3	NA	NA	-10	3	45.7		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	49.4	NA	NA	30	100.0%	0.0	-41.9	NA	NA	2	3	41.1		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	2	3	55.2		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	2	3	47.2		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	73.6	NA	NA	30	100.0%	0.0	-45.3	NA	NA	2	3	47.7		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	73.6	NA	NA	30	100.0%	0.0	-45.3	NA	NA	-10	3	38.7		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	132.4223279	128.7298603	37.50185182	0.286818189	105	10	NA	NA	NA	129.2	15	16.4	NA	N/A	NA	-21.1	-10.4	-11.8	-10	3	31.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	132.4223279	128.7298603	37.50185182	0.286818189	112	2	NA	NA	NA	129.2	15	16.4	NA	N/A	NA	-21.1	-10.4	-11.8	-10	3	31.7		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	123.7544441	132.4223279	14.43942275	0.090241612	105	10	NA	NA	NA	128.0	15	5.2	NA	N/A	NA	-21.1	-15.4	-11.8	-10	3	26.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	123.7544441	132.4223279	14.43942275	0.090241612	112	2	NA	NA	NA	128.0	15	5.2	NA	N/A	NA	-21.1	-15.4	-11.8	-10	3	26.7		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	109.5343544	123.7544441	25.26813089	0.179640793	105	10	NA	NA	NA	116.2	15	10.3	NA	N/A	NA	-20.7	-12.4	-11.8	-10	3	30.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	109.5343544	123.7544441	25.26813089	0.179640793	112	2	NA	NA	NA	116.2	15	10.3	NA	N/A	NA	-20.7	-12.4	-11.8	-10	3	30.1		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	89.22978084	123.7544441	37.17288639	0.13122173	105	10	NA	NA	NA	106.3	15	7.5	NA	N/A	NA	-20.3	-13.8	-11.8	-10	3	29.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	89.22978084	123.7544441	37.17288639	0.13122173	112	2	NA	NA	NA	106.3	15	7.5	NA	N/A	NA	-20.3	-13.8	-11.8	-10	3	29.1		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	77.07138567	89.22978084	12.37841814	0.028019205	105	10	NA	NA	NA	83.1	15	1.6	NA	N/A	NA	-19.2	-20.5	-11.8	-10	3	23.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	77.07138567	89.22978084	12.37841814	0.028019205	112	2	NA	NA	NA	83.1	15	1.6	NA	N/A	NA	-19.2	-20.5	-11.8	-10	3	23.5		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	68.53820977	77.07138567	29.9046541	0.396952787	105	10	NA	NA	NA	71.4	15	22.7	NA	N/A	NA	-18.5	-9	-11.8	-10	3	35.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	68.53820977	77.07138567	29.9046541	0.396952787	112	2	NA	NA	NA	71.4	15	22.7	NA	N/A	NA	-18.5	-9	-11.8	-10	3	35.7		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	59.29020042	68.53820977	11.35273793	0.103341549	105	12	NA	NA	NA	63.8	15	5.9	NA	N/A	NA	-18.1	-14.8	-11.8	-10	3	31.1		

Notes:

1 A 10dB(A) noise reduction was applied, as NSR5 is 1 storey building, and was blocked by existing solid wall, thus, no line of sight to the entire proposed development as well as the haul road.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

3 A 2 dB(A) noise reduction was addopted as double diffraction, as an 3m height existing solid wall, 4m height proposed noise barrier was erected between IN5 and semi-enclosed fixed plants

Predicted Noise Level at IN6

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	43.0	55	61
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	83.3	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	41.4		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	90.4	NA	NA	30	100.0%	0.0	-47.1	NA	NA	-5	3	48.9		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	77.0	NA	NA	30	100.0%	0.0	-45.7	NA	NA	0	3	35.3		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	50.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	42.0		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	90.4	NA	NA	30	100.0%	0.0	-47.1	NA	NA	0	3	43.9		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	90.4	NA	NA	30	100.0%	0.0	-47.1	NA	NA	-5	3	41.9		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	139.7859363	122.66707	37.50185182	0.255504667	105	10	NA	NA	NA	130.2	15	14.6	NA	N/A	NA	-21.1	-10.9	-11.8	-5	3	36.2		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	139.7859363	122.66707	37.50185182	0.255504667	112	2	NA	NA	NA	130.2	15	14.6	NA	N/A	NA	-21.1	-10.9	-11.8	-5	3	36.2		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	135.7728868	139.7859363	14.43942275	0.100725459	105	10	NA	NA	NA	137.6	15	5.8	NA	N/A	NA	-21.4	-14.9	-11.8	-5	3	31.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	135.7728868	139.7859363	14.43942275	0.100725459	112	2	NA	NA	NA	137.6	15	5.8	NA	N/A	NA	-21.4	-14.9	-11.8	-5	3	31.9		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	130.1121663	135.7728868	25.26813089	0.185545186	105	10	NA	NA	NA	132.4	15	10.6	NA	N/A	NA	-21.2	-12.3	-11.8	-5	3	34.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	130.1121663	135.7728868	25.26813089	0.185545186	112	2	NA	NA	NA	132.4	15	10.6	NA	N/A	NA	-21.2	-12.3	-11.8	-5	3	34.7		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	109.5857731	135.7728868	37.17288639	0.216715252	105	10	NA	NA	NA	122.0	15	12.4	NA	N/A	NA	-20.9	-11.6	-11.8	-5	3	35.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	109.5857731	135.7728868	37.17288639	0.216715252	112	2	NA	NA	NA	122.0	15	12.4	NA	N/A	NA	-20.9	-11.6	-11.8	-5	3	35.7		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	97.73878915	109.5857731	12.37841814	0.034671403	105	10	NA	NA	NA	103.6	15	2.0	NA	N/A	NA	-20.2	-19.6	-11.8	-5	3	28.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	97.73878915	109.5857731	12.37841814	0.034671403	112	2	NA	NA	NA	103.6	15	2.0	NA	N/A	NA	-20.2	-19.6	-11.8	-5	3	28.4		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	74.40984226	97.73878915	29.9046541	0.219831705	105	10	NA	NA	NA	85.6	15	12.6	NA	N/A	NA	-19.3	-11.6	-11.8	-5	3	37.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	74.40984226	97.73878915	29.9046541	0.219831705	112	2	NA	NA	NA	85.6	15	12.6	NA	N/A	NA	-19.3	-11.6	-11.8	-5	3	37.3		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	63.15895539	74.40984226	11.35273793	0.022133393	105	12	NA	NA	NA	68.8	15	1.3	NA	N/A	NA	-18.4	-21.5	-11.8	-5	3	29.1		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN7

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	33.3	46	50
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	169.0	NA	NA	30	100.0%	0.0	-52.5	NA	NA	-2	3	33.3		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	174.5	NA	NA	30	100.0%	0.0	-52.8	NA	NA	-10	3	38.2		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	198.4	NA	NA	30	100.0%	0.0	-53.9	NA	NA	-2	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	32.3		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	174.5	NA	NA	30	100.0%	0.0	-52.8	NA	NA	-2	3	36.2		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	174.5	NA	NA	30	100.0%	0.0	-52.8	NA	NA	-2	3	39.2		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	130.9979806	108.8496517	37.50185182	0.254116719	105	10	NA	NA	NA	119.0	15	14.6	NA	N/A	NA	-20.8	-10.9	-11.8	-10	3	31.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	130.9979806	108.8496517	37.50185182	0.254116719	112	2	NA	NA	NA	119.0	15	14.6	NA	N/A	NA	-20.8	-10.9	-11.8	-10	3	31.5		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	145.3567531	130.9979806	14.43942275	0.011044288	105	10	NA	NA	NA	138.2	15	0.6	NA	N/A	NA	-21.4	-24.5	-11.8	-10	3	17.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	145.3567531	130.9979806	14.43942275	0.011044288	112	2	NA	NA	NA	138.2	15	0.6	NA	N/A	NA	-21.4	-24.5	-11.8	-10	3	17.3		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	170.2484345	145.3567531	25.26813089	0.02762396	105	10	NA	NA	NA	157.8	15	1.6	NA	N/A	NA	-22	-20.6	-11.8	-10	3	20.6		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	170.2484345	145.3567531	25.26813089	0.02762396	112	2	NA	NA	NA	157.8	15	1.6	NA	N/A	NA	-22	-20.6	-11.8	-10	3	20.6		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	174.3281567	145.3567531	37.17288639	0.146446552	105	10	NA	NA	NA	159.4	15	8.4	NA	N/A	NA	-22	-13.3	-11.8	-10	3	27.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	174.3281567	145.3567531	37.17288639	0.146446552	112	2	NA	NA	NA	159.4	15	8.4	NA	N/A	NA	-22	-13.3	-11.8	-10	3	27.9		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	178.809079	174.3281567	12.37841814	0.065367785	105	10	NA	NA	NA	176.5	15	3.7	NA	N/A	NA	-22.5	-16.8	-11.8	-10	3	23.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	178.809079	174.3281567	12.37841814	0.065367785	112	2	NA	NA	NA	176.5	15	3.7	NA	N/A	NA	-22.5	-16.8	-11.8	-10	3	23.9		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	167.0455924	178.809079	29.9046541	0.159250718	105	10	NA	NA	NA	172.4	15	9.1	NA	N/A	NA	-22.4	-13	-11.8	-10	3	27.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	167.0455924	178.809079	29.9046541	0.159250718	112	2	NA	NA	NA	172.4	15	9.1	NA	N/A	NA	-22.4	-13	-11.8	-10	3	27.8		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	173.6498972	167.0455924	11.35273793	0.054223932	105	12	NA	NA	NA	170.3	15	3.1	NA	N/A	NA	-22.3	-17.6	-11.8	-10	3	24.1		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN7 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

3 A 2 dB(A) noise reduction was addopted as double diffraction, as a 4m height proposed noise barrier was erected between IN7 and semi-enclosed fixed plants

Predicted Noise Level at IN8

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	33.3	45	50
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	217.9	NA	NA	30	100.0%	0.0	-54.7	NA	NA	0	3	33.1		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	223.6	NA	NA	30	100.0%	0.0	-55.0	NA	NA	-10	3	36.0		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	247.9	NA	NA	30	100.0%	0.0	-55.9	NA	NA	0	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	32.3		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	223.6	NA	NA	30	100.0%	0.0	-55.0	NA	NA	0	3	36.0		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	223.6	NA	NA	30	100.0%	0.0	-55.0	NA	NA	-10	3	29.0		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	177.0152588	157.9671075	37.50185182	0.193484871	105	10	NA	NA	NA	166.7	15	11.1	NA	N/A	NA	-22.2	-12.1	-11.8	-10	3	28.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	177.0152588	157.9671075	37.50185182	0.193484871	112	2	NA	NA	NA	166.7	15	11.1	NA	N/A	NA	-22.2	-12.1	-11.8	-10	3	28.9		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	191.4532204	177.0152588	14.43942275	0.001115817	105	10	NA	NA	NA	184.2	15	0.1	NA	N/A	NA	-22.7	-34.5	-11.8	-10	3	6.0		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	191.4532204	177.0152588	14.43942275	0.001115817	112	2	NA	NA	NA	184.2	15	0.1	NA	N/A	NA	-22.7	-34.5	-11.8	-10	3	6.0		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	216.6616535	191.4532204	25.26813089	0.008523205	105	10	NA	NA	NA	204.1	15	0.5	NA	N/A	NA	-23.1	-25.7	-11.8	-10	3	14.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	216.6616535	191.4532204	25.26813089	0.008523205	112	2	NA	NA	NA	204.1	15	0.5	NA	N/A	NA	-23.1	-25.7	-11.8	-10	3	14.4		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	222.3870398	191.4532204	37.17288639	0.099942325	105	10	NA	NA	NA	206.7	15	5.7	NA	N/A	NA	-23.2	-15	-11.8	-10	3	25.0		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	222.3870398	191.4532204	37.17288639	0.099942325	112	2	NA	NA	NA	206.7	15	5.7	NA	N/A	NA	-23.2	-15	-11.8	-10	3	25.0		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	227.5495584	222.3870398	12.37841814	0.050017752	105	10	NA	NA	NA	224.9	15	2.9	NA	N/A	NA	-23.5	-18	-11.8	-10	3	21.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	227.5495584	222.3870398	12.37841814	0.050017752	112	2	NA	NA	NA	224.9	15	2.9	NA	N/A	NA	-23.5	-18	-11.8	-10	3	21.7		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	216.783407	227.5495584	29.9046541	0.125698559	105	10	NA	NA	NA	221.7	15	7.2	NA	N/A	NA	-23.5	-14	-11.8	-10	3	25.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	216.783407	227.5495584	29.9046541	0.125698559	112	2	NA	NA	NA	221.7	15	7.2	NA	N/A	NA	-23.5	-14	-11.8	-10	3	25.7		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	223.4999812	216.783407	11.35273793	0.041584331	105	12	NA	NA	NA	220.1	15	2.4	NA	N/A	NA	-23.4	-18.8	-11.8	-10	3	21.8		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN8 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Result of Noise Impact Assessment (19:00 To 23:00)

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [2]	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	39.6	52	57
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	73.5	NA	NA	30	100.0%	0.0	-45.3	NA	NA	0	3	42.5		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	122.2	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	31.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	46.6		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	38.6		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	121.9	NA	NA	5	16.7%	-7.8	-49.7	NA	NA	0	3	47.5		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	107.8	15	2.0	NA	N/A	NA	-20.3	-19.6	-11.8	-5	3	28.3		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	84.4	15	7.5	NA	N/A	NA	-19.3	-13.8	-11.8	-5	3	35.1		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	74.3	15	17.9	NA	N/A	NA	-18.7	-10	-11.8	-5	3	39.5		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	82.6	15	24.6	NA	N/A	NA	-19.2	-8.6	-11.8	-5	3	40.4		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	94.6	15	3.3	NA	N/A	NA	-19.8	-17.4	-11.8	-5	3	31.0		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	113.8	15	5.9	NA	N/A	NA	-20.6	-14.8	-11.8	-5	3	32.8		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	124.2	15	11.3	NA	N/A	NA	-20.9	-12	-11.8	-5	3	35.3		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	123.4	15	4.5	NA	N/A	NA	-20.9	-16	-11.8	-5	3	31.3		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	131.2	15	4.3	NA	N/A	NA	-21.2	-16.3	-11.8	-5	3	30.7		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	42.7	55	57
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	55.0	NA	NA	30	100.0%	0.0	-42.8	NA	NA	0	3	45.0		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	79.1	NA	NA	30	100.0%	0.0	-45.9	NA	NA	0	3	35.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	49.7		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	41.7		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	86.0	NA	NA	5	16.7%	-7.8	-46.7	NA	NA	0	3	50.5		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	147.2	15	2.0	NA	N/A	NA	-21.7	-19.6	-11.8	-5	3	26.9		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	130.8	15	7.5	NA	N/A	NA	-21.2	-13.8	-11.8	-5	3	33.2		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	111.1	15	17.9	NA	N/A	NA	-20.5	-10	-11.8	-5	3	37.7		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	107.3	15	24.6	NA	N/A	NA	-20.3	-8.6	-11.8	-5	3	39.3		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	90.0	15	3.3	NA	N/A	NA	-19.5	-17.4	-11.8	-5	3	31.3		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	99.0	15	5.9	NA	N/A	NA	-20.0	-14.8	-11.8	-5	3	33.4		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	98.1	15	11.3	NA	N/A	NA	-19.9	-12	-11.8	-5	3	36.3		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	91.0	15	4.5	NA	N/A	NA	-19.6	-16	-11.8	-5	3	32.6		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	103.4	15	4.3	NA	N/A	NA	-20.1	-16.3	-11.8	-5	3	31.8		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	44.5	56	56
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	59.9	NA	NA	30	100.0%	0.0	-43.5	NA	NA	0	3	44.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	61.8	NA	NA	30	100.0%	0.0	-43.8	NA	NA	0	3	37.2		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	51.5		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	43.5		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	69.4	NA	NA	5	16.7%	-7.8	-44.8	NA	NA	0	3	52.4		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	145.2	15	2.0	NA	N/A	NA	-21.6	-19.6	-11.8	-5	3	27.0		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	134.7	15	7.5	NA	N/A	NA	-21.3	-13.8	-11.8	-5	3	33.1		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	117.2	15	17.9	NA	N/A	NA	-20.7	-10	-11.8	-5	3	37.5		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	110.0	15	24.6	NA	N/A	NA	-20.4	-8.6	-11.8	-5	3	39.2		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	87.4	15	3.3	NA	N/A	NA	-19.4	-17.4	-11.8	-5	3	31.4		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	87.7	15	5.9	NA	N/A	NA	-19.4	-14.8	-11.8	-5	3	34.0		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	81.8	15	11.3	NA	N/A	NA	-19.1	-12	-11.8	-5	3	37.1		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	74.2	15	4.5	NA	N/A	NA	-18.7	-16	-11.8	-5	3	33.5		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	84.6	15	4.3	NA	N/A	NA	-19.3	-16.3	-11.8	-5	3	32.6		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN4

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	39.6	52	56
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	40.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	122.2	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	31.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	46.6		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	38.6		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	121.9	NA	NA	5	16.7%	-7.8	-49.7	NA	NA	0	3	47.5		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	165.6	15	2.0	NA	N/A	NA	-22.2	-19.6	-11.8	-5	3	26.4		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	163.2	15	7.5	NA	N/A	NA	-22.1	-13.8	-11.8	-5	3	32.3		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	150.1	15	17.9	NA	N/A	NA	-21.8	-10	-11.8	-5	3	36.4		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	140.6	15	24.6	NA	N/A	NA	-21.5	-8.6	-11.8	-5	3	38.1		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	116.9	15	3.3	NA	N/A	NA	-20.7	-17.4	-11.8	-5	3	30.1		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	107.1	15	5.9	NA	N/A	NA	-20.3	-14.8	-11.8	-5	3	33.1		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	96.2	15	11.3	NA	N/A	NA	-19.8	-12	-11.8	-5	3	36.4		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	90.8	15	4.5	NA	N/A	NA	-19.6	-16	-11.8	-5	3	32.6		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	94.4	15	4.3	NA	N/A	NA	-19.7	-16.3	-11.8	-5	3	32.2		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN5

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	44.2	56	56
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	56.1	NA	NA	30	100.0%	0.0	-43.0	NA	NA	-2	3	42.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	49.4	NA	NA	30	100.0%	0.0	-41.9	NA	NA	-2	3	37.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	51.2		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	43.2		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	53.4	NA	NA	5	16.7%	-7.8	-42.5	NA	NA	-2	3	52.7		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	129.2	15	2.0	NA	N/A	NA	-21.1	-19.6	-11.8	-10	3	22.5		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	128.0	15	7.5	NA	N/A	NA	-21.1	-13.8	-11.8	-10	3	28.3		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	116.2	15	17.9	NA	N/A	NA	-20.7	-10	-11.8	-10	3	32.5		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	106.3	15	24.6	NA	N/A	NA	-20.3	-8.6	-11.8	-10	3	34.3		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	83.1	15	3.3	NA	N/A	NA	-19.2	-17.4	-11.8	-10	3	26.6		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	71.4	15	5.9	NA	N/A	NA	-18.5	-14.8	-11.8	-10	3	29.9		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	60.1	15	11.3	NA	N/A	NA	-17.8	-12	-11.8	-10	3	33.4		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	55.2	15	4.5	NA	N/A	NA	-17.4	-16	-11.8	-10	3	29.8		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	57.8	15	4.3	NA	N/A	NA	-17.6	-16.3	-11.8	-10	3	29.3		

Notes:

1 A 10dB(A) noise reduction was applied, as NSR5 is 1 storey building, and was blocked by existing solid wall, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, as an 3m height existing solid wall, 4m height proposed noise barrier was erected between IN5 and semi-enclosed fixed plants

Predicted Noise Level at IN6

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	43.0	55	56
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	83.3	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	41.4		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	77.0	NA	NA	30	100.0%	0.0	-45.7	NA	NA	0	3	35.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	50.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	42.0		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	75.9	NA	NA	5	16.7%	-7.8	-45.6	NA	NA	0	3	51.6		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	130.2	15	2.0	NA	N/A	NA	-21.1	-19.6	-11.8	-5	3	27.5		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	137.6	15	7.5	NA	N/A	NA	-21.4	-13.8	-11.8	-5	3	33.0		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	132.4	15	17.9	NA	N/A	NA	-21.2	-10	-11.8	-5	3	37.0		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	122.0	15	24.6	NA	N/A	NA	-20.9	-8.6	-11.8	-5	3	38.7		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	103.6	15	3.3	NA	N/A	NA	-20.2	-17.4	-11.8	-5	3	30.6		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	85.6	15	5.9	NA	N/A	NA	-19.3	-14.8	-11.8	-5	3	34.1		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	74.1	15	11.3	NA	N/A	NA	-18.7	-12	-11.8	-5	3	37.5		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	74.3	15	4.5	NA	N/A	NA	-18.7	-16	-11.8	-5	3	33.5		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	67.7	15	4.3	NA	N/A	NA	-18.3	-16.3	-11.8	-5	3	33.6		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN7

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	33.3	46	48
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	169.0	NA	NA	30	100.0%	0.0	-52.5	NA	NA	-2	3	33.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	198.4	NA	NA	30	100.0%	0.0	-53.9	NA	NA	-2	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	32.3		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	190.9	NA	NA	5	16.7%	-7.8	-53.6	NA	NA	-2	3	41.6		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	119.0	15	2.0	NA	N/A	NA	-20.8	-19.6	-11.8	-10	3	22.8		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	138.2	15	7.5	NA	N/A	NA	-21.4	-13.8	-11.8	-10	3	28.0		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	157.8	15	17.9	NA	N/A	NA	-22	-10	-11.8	-10	3	31.2		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	159.4	15	24.6	NA	N/A	NA	-22	-8.6	-11.8	-10	3	32.6		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	176.5	15	3.3	NA	N/A	NA	-22.5	-17.4	-11.8	-10	3	23.3		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	172.4	15	5.9	NA	N/A	NA	-22.4	-14.8	-11.8	-10	3	26.0		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	178.9	15	11.3	NA	N/A	NA	-22.5	-12	-11.8	-10	3	28.7		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	186.3	15	4.5	NA	N/A	NA	-22.7	-16	-11.8	-10	3	24.5		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	177.6	15	4.3	NA	N/A	NA	-22.5	-16.3	-11.8	-10	3	24.4		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN7 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, as a 4m height proposed noise barrier was erected between IN7 and semi-enclosed fixed plants

Predicted Noise Level at IN8

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	-2	3	31.3	44	48
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	217.9	NA	NA	30	100.0%	0.0	-54.7	NA	NA	-2	3	31.1		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	247.9	NA	NA	30	100.0%	0.0	-55.9	NA	NA	-2	3	23.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	-2	3	38.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	-2	3	30.3		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	240.4	NA	NA	5	16.7%	-7.8	-55.6	NA	NA	-2	3	39.6		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	166.7	15	2.0	NA	N/A	NA	-22.2	-19.6	-11.8	-10	3	21.4		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	184.2	15	7.5	NA	N/A	NA	-22.7	-13.8	-11.8	-10	3	26.7		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	204.1	15	17.9	NA	N/A	NA	-23.1	-10	-11.8	-10	3	30.1		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	206.7	15	24.6	NA	N/A	NA	-23.2	-8.6	-11.8	-10	3	31.4		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	224.9	15	3.3	NA	N/A	NA	-23.5	-17.4	-11.8	-10	3	22.3		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	221.7	15	5.9	NA	N/A	NA	-23.5	-14.8	-11.8	-10	3	24.9		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	228.5	15	11.3	NA	N/A	NA	-23.6	-12	-11.8	-10	3	27.6		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	235.9	15	4.5	NA	N/A	NA	-23.7	-16	-11.8	-10	3	23.5		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	227.4	15	4.3	NA	N/A	NA	-23.6	-16.3	-11.8	-10	3	23.3		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN8 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, a 4m height proposed noise barrier was erected between IN8 and semi-enclosed fixed plants

Appendix M RESULT OF BASIC NOISE LEVEL CALCULATION

2023 AM

Location		Without					With					BNL without CBP	BNL with CBP	Contribution
		1 hr Flow	% HV	No. of HV	No. of LV	Speed	1 hr Flow	% HV	No. of HV	No. of LV	Speed			
		Q'	P'	q	q	V'	Q'	P'	q	q	V'			
C	Ping Yuen Road	309	43.4%	134.106	174.894	50.0	306	42.8%	130.968	175.032	50.0	71.6	71.5	-0.1
E	Ping Che Road	649	51.6%	334.884	314.116	50.0	646	51.4%	332.044	313.956	50.0	75.4	75.4	0.0
L	Unnamed Road	125	59.2%	74	51	50.0	122	58.2%	71.004	50.996	50.0	68.8	68.6	-0.2
O	Unnamed Road	8	50.0%	4	4	50.0	5	20.0%	1	4	50.0	56.2	51.2	-5.1

2023 PM

Location		Without					With					BNL without CBP	BNL with CBP	Contribution
		1 hr Flow	% HV	No. of HV	No. of LV	Speed	1 hr Flow	% HV	No. of HV	No. of LV	Speed			
		Q'	P'	q	q	V'	Q'	P'	q	q	V'			
C	Ping Yuen Road	291	44%	128.913	162.087	50.0	288	44%	126.144	161.856	50.0	71.4	71.3	-0.1
E	Ping Che Road	602	48%	288.96	313.04	50.0	599	48%	285.723	313.277	50.0	74.8	74.8	0.0
L	Unnamed Road	109	53%	57.988	51.012	50.0	106	52%	55.014	50.986	50.0	67.8	67.6	-0.2
O	Unnamed Road	10	50%	5	5	50.0	7	29%	2.002	4.998	50.0	57.2	53.7	-3.5

2038 AM

Location		Without					With					BNL without CBP	BNL with CBP	Contribution
		1 hr Flow	% HV	No. of HV	No. of LV	Speed	1 hr Flow	% HV	No. of HV	No. of LV	Speed			
		Q'	P'	q	q	V'	Q'	P'	q	q	V'			
C	Ping Yuen Road	363	44%	158.994	204.006	50.0	360	43%	155.88	204.12	50.0	72.3	72.2	-0.1
E	Ping Che Road	756	52%	390.096	365.904	50.0	753	51%	387.042	365.958	50.0	76.1	76.0	0.0
L	Unnamed Road	147	59%	87.024	59.976	50.0	144	58%	83.952	60.048	50.0	69.5	69.3	-0.1
O	Unnamed Road	8	50%	4	4	50.0	5	20%	1	4	50.0	56.2	51.2	-5.1

2038 PM

Location		Without					With					BNL without CBP	BNL with CBP	Contribution
		1 hr Flow	% HV	No. of HV	No. of LV	Speed	1 hr Flow	% HV	No. of HV	No. of LV	Speed			
		Q'	P'	q	q	V'	Q'	P'	q	q	V'			
C	Ping Yuen Road	340	45%	153	187	50.0	337	45%	149.965	187.035	50.0	72.1	72.0	-0.1
E	Ping Che Road	699	48%	334.122	364.878	50.0	696	48%	331.296	364.704	50.0	75.5	75.4	0.0
L	Unnamed Road	129	54%	69.015	59.985	50.0	126	52%	66.024	59.976	50.0	68.5	68.4	-0.2
O	Unnamed Road	10	50%	5	5	50.0	7	29%	2.002	4.998	50.0	57.2	53.7	-3.5

Appendix N EXAMPLES OF NOISE PANELS AND ACOUSTIC MAT

VIBRO-ACOUSTICS®

FAN ENCLOSURES

PS1a

2 inch TONGUE & GROOVE PANEL SHEET

PERFORMANCE

- Construction 2" Thick, 18 ga solid galvanized steel outside sheet, 22 ga perforated galvanized steel inside sheet, 2.5 lb/cuft insulation

Octave Band	63	125	250	500	1000	2000	4000	8000
Transmission Loss (dB)	-	20	25	39	52	53	56	-
Absorption (coefficient)	-	0.30	0.70	0.90	0.99	0.90	0.80	-

ADVANTAGES

- Panels are self-aligning and interlocking
- Easily installed in minimum of time
- Good quality seal – resists moisture, air and noise leakage
- Excellent installed appearance
- Ideal for long length (strong and low cost)

APPLICATIONS

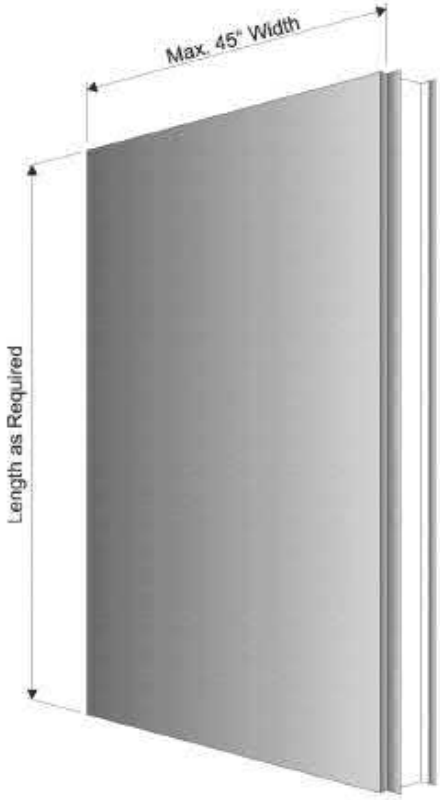
- Around noisy equipment
- Rooms and booths
- Air handling units and plenums
- Testing facilities
- Plant separating walls
- Barrier walls

CONSTRUCTION

- Roll formed inner and outer skins
- Maximum 16 ga galvanized or stainless steel
- Thermal/Acoustical material sandwiched between skins
- Internal stiffening of panel
- Joints 10 thicknesses of metal

OPTIONS

- Various panel sizes and thicknesses
- Alternate materials
- Doors, windows, access panels, openings, etc.
- Thermal breaks
- Insulation covering – Mylar, Tedlar, Fiberglass cloth



Solid / Perforated | Solid / Solid | Septum | Added Mass Core

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Phone: 1-800-565-8401 hdsill@vibro-acoustics.com Fax: 1-888-811-2264
www.vibro-acoustics.com

VIBRO-ACOUSTICS®

FAN ENCLOSURES

PS1b

4 inch TONGUE & GROOVE PANEL SHEET

PERFORMANCE

- Construction 4" Thick, 18 ga solid outside sheet, 22 ga perforated inside sheet, 3 lb./cuft insulation

Octave Band	63	125	250	500	1000	2000	4000	8000
Transmission Loss	18	21	27	37	48	54	54	54
Absorption	-	0.70	0.90	0.99	0.99	0.90	0.80	-

ADVANTAGES

- Panels are self-aligning and interlocking
- Easily installed in minimum of time
- Good quality seal – resists moisture, air and noise leakage
- Excellent installed appearance
- Ideal for long length (strong and low cost)

APPLICATIONS

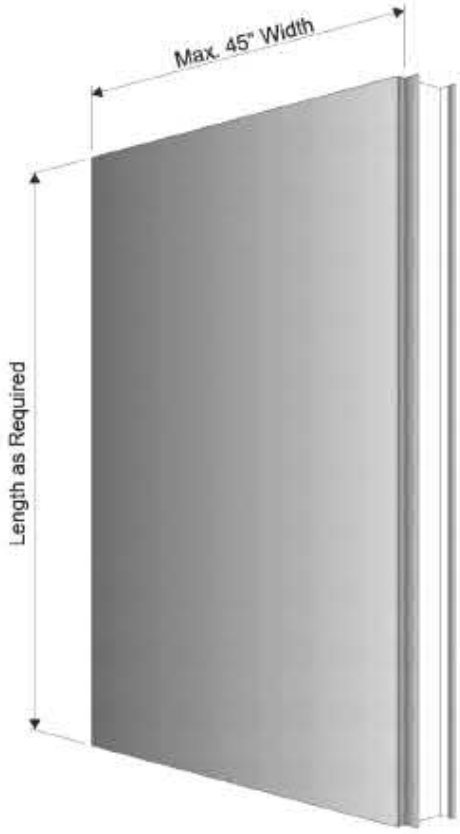
- Around noisy equipment
- Rooms and booths
- Air handling units and plenums
- Testing facilities
- Plant separating walls
- Barrier walls

CONSTRUCTION

- Roll formed inner and outer skins
- Maximum 16 ga galvanized or stainless steel
- Thermal/Acoustical material sandwiched between skins
- Internal stiffening of panel
- Joints 10 thickness of metal

OPTIONS

- Various panel sizes and thicknesses
- Alternate materials
- Doors, windows, access panels, openings, etc.
- Thermal breaks
- Insulation covering – Mylar, Tedlar, Fiberglass cloth



Solid / Perforated | Solid / Solid | Septum | Added Mass Core

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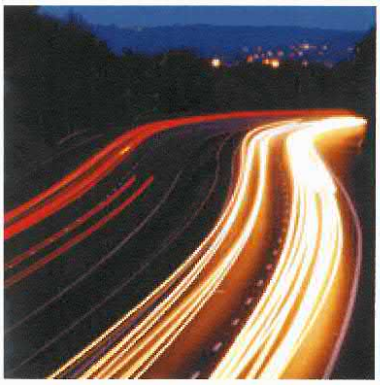
WAVEBAR®

High performance noise control



Wavebar
Effective noise control

Wavebar Quadzero
With 4 x zero fire rating

Wavebar Eco
The eco friendly alternative

Three highly effective, tough, flexible and easy to install sound barrier products ideal for everyday and awkward installations. Wavebar enjoys an unparalleled 40+ year reputation in effective, proven noise control. It is the most well known flexible acoustic barrier and is specified by acoustic engineers and architects throughout the world.

Pyrotek SOUNDGUARD

WAVEBAR®

High performance noise control

WAVEBAR® – Effective Noise Control

Wavebar is an economical, easy to install sound barrier that greatly reduces noise transmission through walls, partitions, floors and ceilings in buildings, vehicles and marine applications. It provides high transmission loss, boasts high tensile strength and uses the latest manufacturing technology to ensure it will never crack and will remain flexible during its lifetime.

Architects have specified Wavebar in many of Australia's most iconic buildings, from the Sydney Opera House to the Sydney Olympic Skate Park and St Vincent's Hospital. Wavebar Quadzero has reduced unwanted noise in over 80% of roofs under the Governments Sydney Airport Noise Insulation Project – SANIP.

Its limp nature combines with its high mass providing a resonance free barrier to both high and low frequency noise. The internal damping characteristics of Wavebar means it is especially well suited to use in stiff structures where coincidence and resonance effects are a concern.

Made of a special polymeric vinyl material, Wavebar is very flexible and easy to install even in awkward places. It can be draped or joined into curtains and form enclosures to greatly reduce noise transmission from one area to another.

Because it is so flexible and versatile, Wavebar is easy to use and is a highly effective means of reducing unwanted noise.

Wavebar (top) & foil faced Wavebar Quadzero (bottom).

Features & Benefits

- Easy to cut and fabricate around pipes, penetrations, ducting and cabling
- High tensile strength
- Highly tear resistant enabling long vertical drops and providing an economical noise-barrier system even in limited space
- Chemically resistant to oils, alkalis & acids.

Ideal for

- Shutting out noise from homes and offices
- Portable screens
- Use in partitions
- Under floor, above false ceilings
- Soft enclosures for machines, jack hammers, drill rigs, blasting, pile drivers etc
- Strip curtains
- In vehicles as under-carpet insulation.

Installing Wavebar is easy.

WAVEBAR QUADZERO® – Foil Faced with a 4 ZERO Fire Rating

Enjoying Wavebar performance, Quadzero has a foil facing which deters fire from propagating through the loaded vinyl barrier. This gives Wavebar Quadzero an enviable zero rating across all four standards in the Building Code fire rating. Wavebar Quadzero is tested to AS 1530.3, 1999.

- Ignitability index 0
- Spread of flame index 0
- Heat evolved index 0
- Smoke developed index 0 - 1

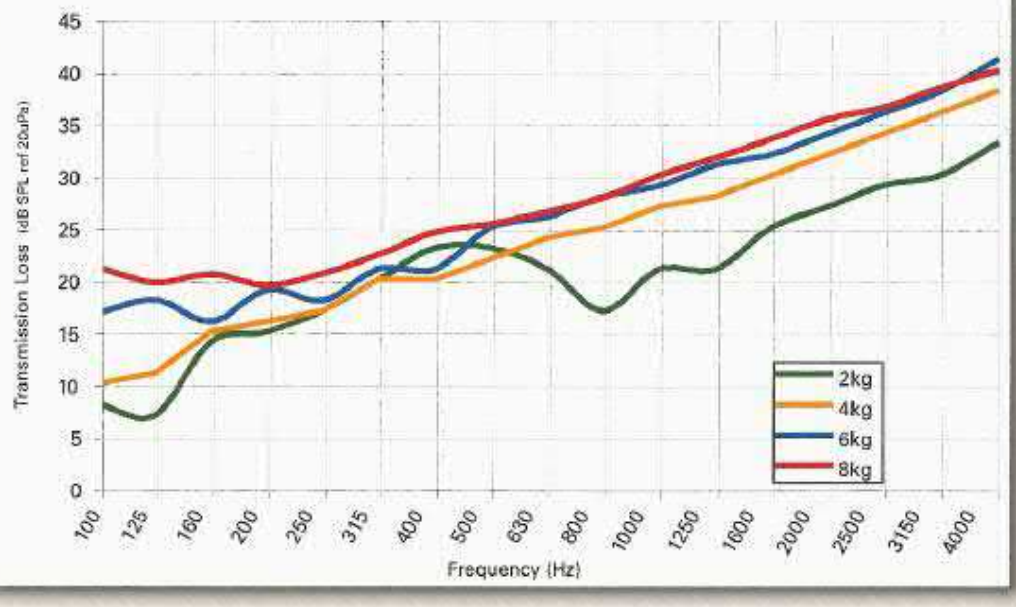
As a result, Wavebar Quadzero is highly recommended for use in all major buildings that need to meet the code and because it is easily joined using aluminium-reinforced tape, the need to use adhesives or mechanical fastenings is eliminated.

TECHNICAL DATA

SOUND TRANSMISSION LOSS (dB) AS1276

FREQUENCIES	2kg	4kg	6kg	8kg
100	8	10	16.8	21.1
125	7	11	18	19.7
160	14	15	16	20.5
200	15	16	19	19.4
250	17	17	18	20.6
315	20	20	21	22.4
400	23	20	21	24.5
500	23	22	25	25.3
630	21	24	26	26.5
800	17	25	28	27.9
1000	21	27	29	30.0
1250	21	28	31	31.7
1600	25	30	32	33.5
2000	27	32	34	35.4
2500	29	34	36	36.5
3150	30	36	38	38.4
4000	33	38	41	40.0
5000	35	40	43	41.6
STC	23	26	29	30
Rw <Test Method>	23 (C -1: C_m -3)	26 (C-2: C_m -5)	29 (C0: C_m -3)	30 (C -1: C_m -3)

TRANSMISSION LOSS WAVEBAR SERIES



MISCELLANEOUS PROPERTIES – WAVEBAR RANGE

PROPERTY / PRODUCT	2kg	4kg	6kg	8kg
Specific Gravity (g/cm³)	2.4	2.4	2.4	2.4
Recommended Service Temperature (°C)	-10 to 70	-10 to 70	-10 to 70	-10 to 70
Upper Intermittent Temperature Exposure (°C) (Standard Wavebar)	100	100	100	100
Upper Intermittent Temperature Exposure (°C) (Wavebar Eco)	70	70	70	70
FMVSS-302	Complies	Complies	Complies	Complies
SAEJ369a	Complies	Complies	Complies	Complies
AS 1530.3 1989 (foil faced products)	Complies	Complies	Complies	Complies

PRODUCT SPECIFICATIONS

STANDARD PRODUCT	THICKNESS (mm - nominal)	ROLL WIDTH (mm)	ROLL LENGTH (lineal m)	WEIGHT (kg)	Rw	CEILING ATTENUATION CLASS (CAC)[1]
WAVEBAR 2kg	1.6	1380	10	28*	23 (C -1: C_{tr} -3)	44
WAVEBAR 4kg	2.0	1380	5 or 10	56*	26 (C -2: C_{tr} -5)	48
WAVEBAR 6kg	2.5	1380	5	42*	29 (C0: C_{tr} -3)	--
WAVEBAR 8kg	3.5	1380	5	52*	30 (C -1: C_{tr} -3)	50

Dimensional Tolerance +/- 5% | *Other weights available on request.

CHEMICAL RESISTANCE

PRODUCT	ACETONE	MEK	PETROL	UNLEADED PETROL	DIESEL	10% HCL SOLUT.	10% NaOH SOLUTION	CARBON TETRA-CHLORIDE	SODIUM HYDROXIDE 10% CONC
WAVEBAR	Swells*	Swells*	Good	Good	Good	Good	Good	Swells	Good
QUADZERO	Swells*	Swells*	Good	Good	Good	Poor**	Poor**	Swells	Good
WAVEBAR ECO	Swells*	Swells*	Swells*	Good	Good	Good	Good	Good	Good

* Swells and then returns to normal on drying | ** Aluminium facing reacts with acid and alkali materials.

[1]Room-to-room transmission loss via ceiling void is expressed in terms of **Ceiling Attenuation Class (CAC)**

WAVEBAR ECO – The Eco Friendly Alternative

With the same performance characteristics as Wavebar, Wavebar Eco offers a series of environmental benefits across its life - in manufacture, in use and in disposal.

Wavebar Eco is a demonstration of the commitment to the environment that Pyrotek is undertaking across all aspects of the business. It is one of a range of eco friendly company initiatives and product variants that are re-engineered for equal or enhanced performance with reduced environmental impact.

The materials and processes used to make Wavebar Eco use no Ozone Depleting Substances (ODS) and in its final form, it has no Ozone Depleting Potential (ODP). In addition, Wavebar Eco does not contain any volatile organic compounds (VOC's) because it is based on thermoplastic polymer technology. Wavebar Eco is 100% recyclable and meets or exceeds the criteria for the Australian Green Star projects especially Mat-7 (PVC minimisation) and EMI-9 (Insulant ODP).

EMISSION DATA – Test Method ASTMD 5116

Total Volatile Organic Compound Emission Rate: <0.01mg/m2/hr (7 days)

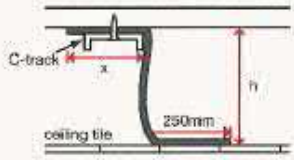
When Wavebar Eco is used in the typical manner in an office building, the resulting airborne total volatile organic compound concentration can be expected to be less than 0.25mg/m3 as specified by Green Building Council of Australia Green Star Office Interiors IEQ-11.

INSTALLING WAVEBAR

Above Ceiling Installation

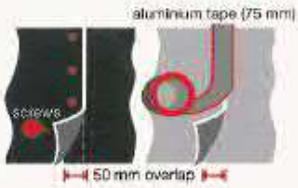
Make sure the ceiling slab is level. If not, fill the area with a caulking compound. First measure the height between the ceiling and the ceiling slab (h). Add the width of the C-track or batten (x) and add a minimum of 250mm for the ceiling overlap. The length (L) you would need to cut is given by L = h + x + 250.

Cut Wavebar to fit using sharp scissors or a knife.



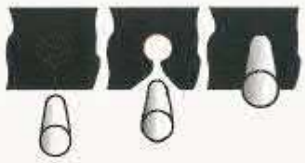
Joining Wavebar

At joins, overlap Wavebar at least 50mm. Join the overlap with screws at 100mm intervals. If using Wavebar Quadzero, use 75mm wide reinforcing tape to join the overlap down the full length of the drape.



Handling Obstructions

For pipe, cable and ducting, measure and mark out the appropriate diameters or other dimensions. Cut Wavebar to allow the obstructions to pass through. Using Wavebar Quadzero for this work is recommended because of its ease of taping.



Pyrotek Soundguard is Australia's vibration & noise control specialist, applying the latest technologies and manufacturing techniques to deliver a wide range of vibration, fire and sound control solutions for commercial and domestic uses across transport, marine, industrial and construction sectors.

All Australasian plants are accredited to AS / NZS ISO9001:2000 standards.

Products are independently tested by:

- CSIRO
- Australian Wool Testing Authority
- Regional Melbourne Institute of Technology.
- Warringtons
- International Marine Organisation

Pyrotek Soundguard Product Range

Insulcoat® Water based temperature reducing coating	**Silentstep®** Acoustic underlay
Sorberflex® Composite noise barrier	**Sorberfoam™** Acoustic grade foams
Sorberglass® Marine grade glasswool board	**Sorbermel®** Fire retardant melamine foam
Sorberscreen® Perforated acoustic metal screen	**Sorbertex®** Sound absorbers
Soundalloy® Damped aluminium sandwich laminate	**Soundamp™** Acoustic damping products
Soundbond® Synthetic rubber adhesive	**Soundlag®** Acoustic pipe wrap
Soundmat® Decoupled flexible noise barrier floormat	**Soundpaint®** Water based vibration damping compound
Soundsteel® Noiseless steel sandwich laminate	**Soundune®** Decoupled noise barrier
Subdue® Damped plywood airborne noise barrier	**Sylomer®** Vibration isolation
Wavebar® Flexible noise barrier	**Wavebar® Eco** The environment friendly flexible noise barrier
Wavebar® Quadzero® Foil faced flexible noise barrier	**Customised design options are also available.**

Brochures and data sheets are available on request or you can get pre-installation advice from a Pyrotek specialist by calling Pyrotek Soundguard.

MASON Acoustics Limited
Unit 1710, Floor 17, Fortress Tower
250 King's Road, North Point, Hong Kong
tel : 2967 9639
fax : 2967 1772
email : mail@mason-hk.com

WARRANTY: The goods are warranted by the manufacturer against defective workmanship and materials. Its obligations pursuant to this express warranty being limited to the repair or replacement of the defective goods or materials at its option. Services supplied by the company are expressly warranted to be rendered with due care and skill. To the extent permitted by law all implied conditions and warranties, other than those implied by the Trade Practices Act, are expressly excluded.

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NOTES: Specifications are subject to change without notice. The data listed in this brochure are typical or average values based on tests conducted by independent laboratories or by the manufacturer. They are indicative only of the results obtained in such tests and should not be considered as guaranteed maximums or minimums. Materials must be tested under actual service to determine their suitability for a particular purpose. The conclusions drawn from product test results are as interpreted in writing by qualified independent testing authorities. Even so, always seek the opinion of your own acoustic engineer as to the meaning of any data presented by the manufacturer as it is applied to any given project or use.

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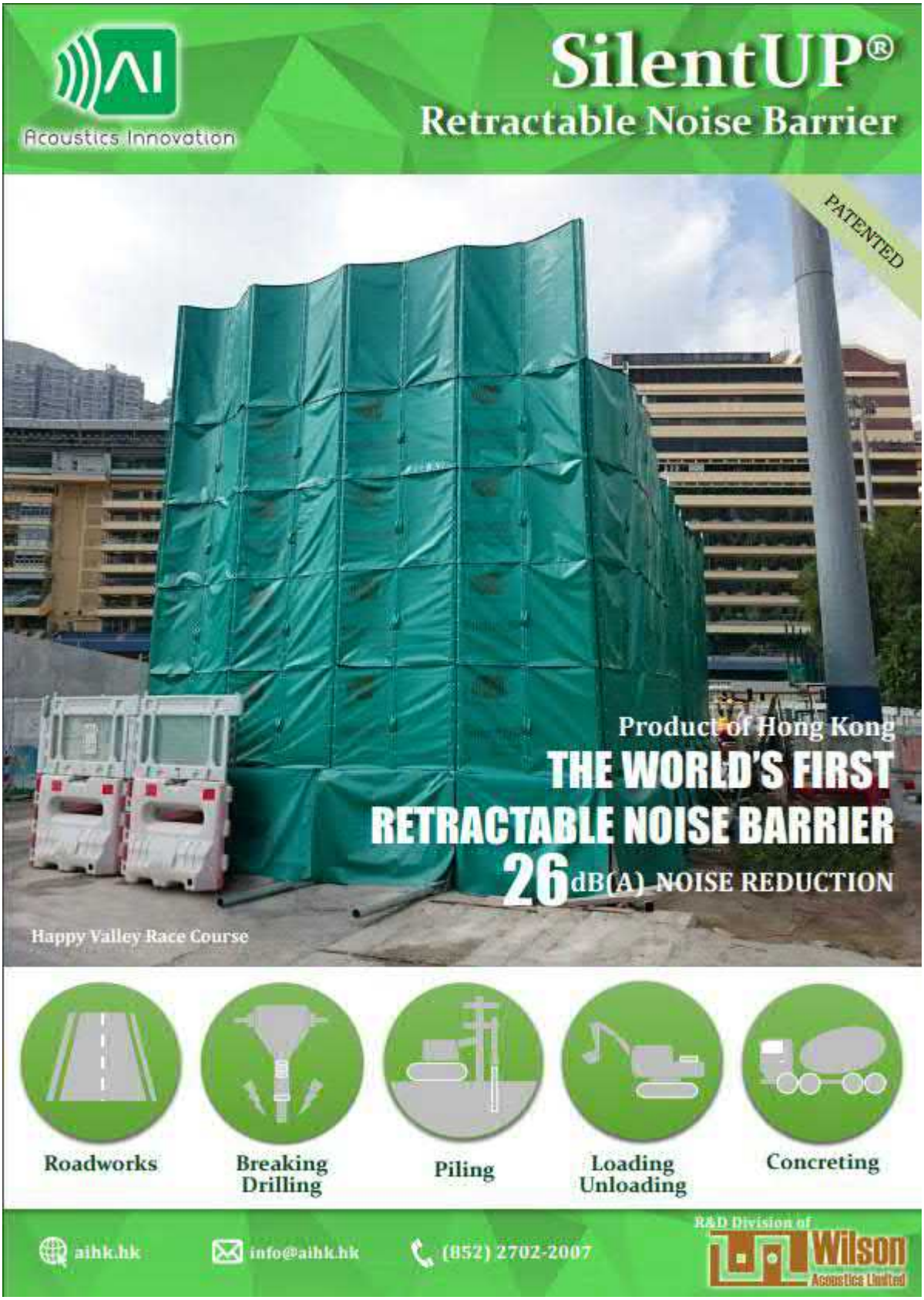

Acoustics Innovation
SilentUP®
Retractable Noise Barrier
PATENTED
Product of Hong Kong
THE WORLD'S FIRST
RETRACTABLE NOISE BARRIER
26dB(A) NOISE REDUCTION
Happy Valley Race Course
Roadworks
Breaking Drilling
Piling
Loading Unloading
Concreting
aihk.hk
info@aihk.hk
(852) 2702-2007
R&D Division of
Wilson Acoustics Limited

SilentUP®

Acoustics Innovation

Product Description

SilentUP® is a patented retractable noise barrier for construction works and outdoor music events. It can be easily installed and mobilized by people without using any machines. No concrete foundation is required and the installation process is quiet enough to be conducted even at night time. The panels are installed upwards from ground level and connected by magnetic gap sealing.

Our product has been widely used in Hong Kong. Visit our website for the job references aihk.hk/SilentUP/reference.

Benefits

- Quiet and manual installation
- Flexible construction site planning
- Facilitate Construction Noise Permit (CNP) application process
- Minimize noise complaints
- No concrete foundation required

Technical Information

SilentUP® noise barrier material conforms to the flammability requirement specifications.

BS EN ISO 15025:2002 6 TYPE B
GB8624-1997 TYPE B

Product Specification

Modular Size	1m(H) x1.35m(W)
Modular Weight	6kg
Maximum Height	10m
Insertion Loss*	26 dB(A)
STC	23
Standard Colour	Grey
Panel Thickness	100mm on edges

* Tested with white noise source

Sound Transmission Loss

Testing method in accordance with BS EN ISO 10140-2: 2010

Client Feedback

"Some of our contractors have used the retractable noise barriers to facilitate CNP application. They have found this innovative product useful - lightweight, easy to manoeuvre, and fit for purpose."

Richard Kwan
Environment Manager
MTR Corporation Ltd

"We are impressed by SilentUP's quick installation and relocation, it is definitely one of the best innovations and practicable approaches for the noise mitigation measures for the construction activities."

Lighting Chan
Environmental Compliance Support Manager,
Leighton Asia Ltd

"We are happy with Acoustics Innovation's professional service (SilentUP Noise Barrier) in helping us achieve our noise mitigation goals."

Ronald Fung
Project QA & Environmental Manager
Kier - Laing O'Rourke - Kaden Joint Venture

"SilentUP is definitely a useful tool to minimize the noise pollution. We successfully obtained a CNP and most importantly no complaint has been received from the NSRs."

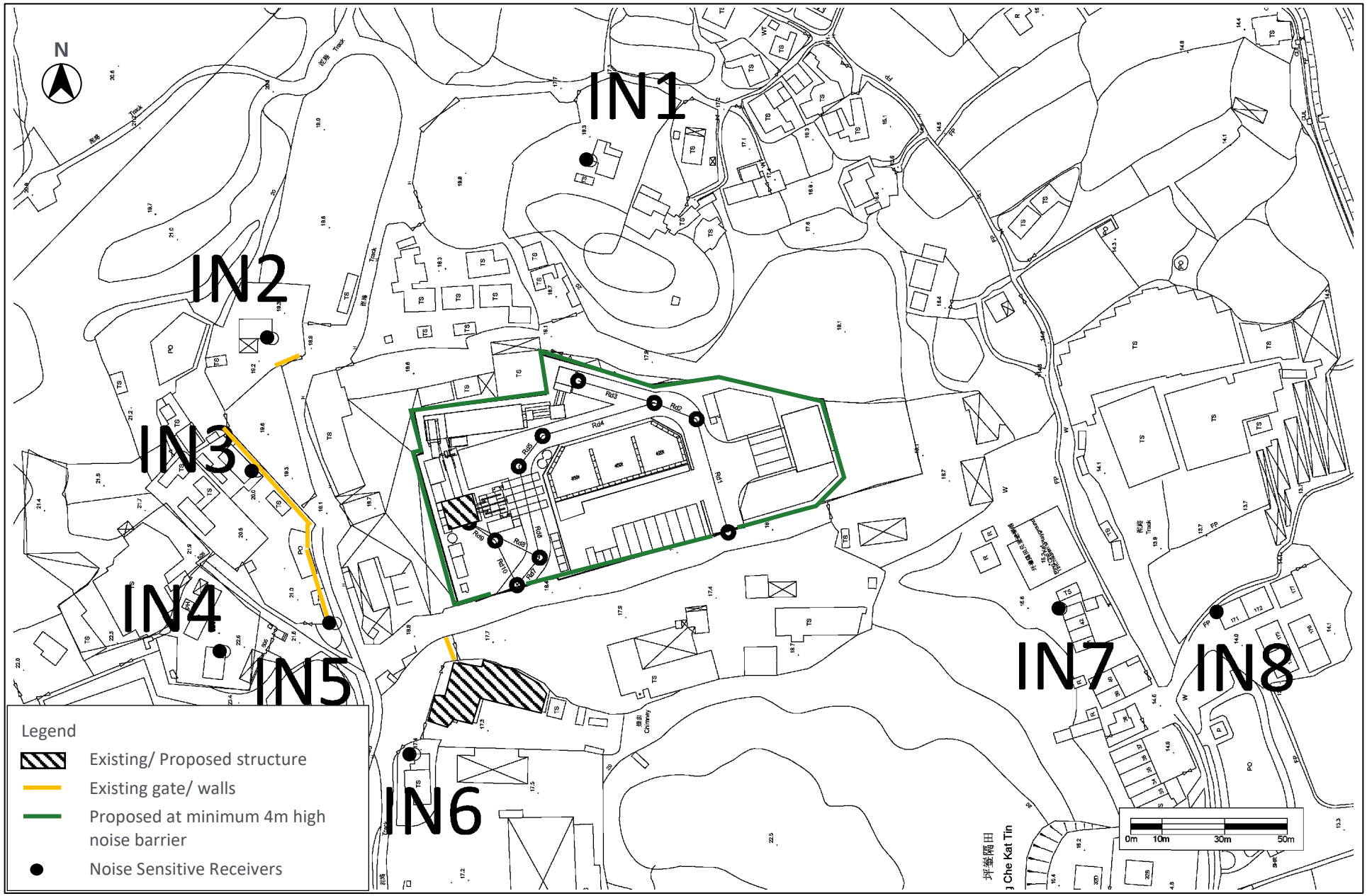
Clarence Yeung
Environmental Officer
Chun Wo Construction and Engineering Co. Ltd

Installation videos available at aihk.hk/youtube.

aihk.hk info@aihk.hk (852) 2702-2007

R&D Division of Wilson Acoustics Limited

Appendix O PROPOSED NOISE BARRIERS IN TENATIVE LAYOUT


N
IN1
IN2
IN3
IN4
IN5
IN6
IN7
IN8
Legend
Existing/ Proposed structure
Existing gate/ walls
Proposed at minimum 4m high noise barrier
Noise Sensitive Receivers
0m 10m 30m 50m

Appendix P THE TRAFFIC FORECASTS FOR YEAR 2023 AND YEAR 2038

By Fax
3922 9797

運輸署
Transport Department

本署檔案 Our Ref. : (NJ84R) in TD NR157/161/FSSDD-77
來函檔號 Your Ref. : CWWT:wtsk:60617670/00-0005 (2021016932L)
電 話 Tel. : 2399 2405
圖文傳真 Fax : 2381 3799
電 郵 Email : michaelkhcheung@td.gov.hk

17 December 2021

AECOM Asia Co. Ltd.
12/F Grand Central Plaza, Tower 2
138 Shatin Rural Committee Road
Shatin, Hong Kong
(Attn.: Charis WONG)

Dear Sir/Madam,

Section 16 Planning Application for Temporary Concrete Batching Plant at Lot 153 (Part) in D.D.77 in Ping Che, New Territories for a Period 5 Years

Technical Note on Traffic Data Adopted in Environmental Assessment Report for Proposed Concrete Batching Plant in Ping Che

I refer to your above referenced letter dated 22 November 2021 regarding the captioned Environment Assessment Report.

Please note that the Environmental Assessment Study 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.

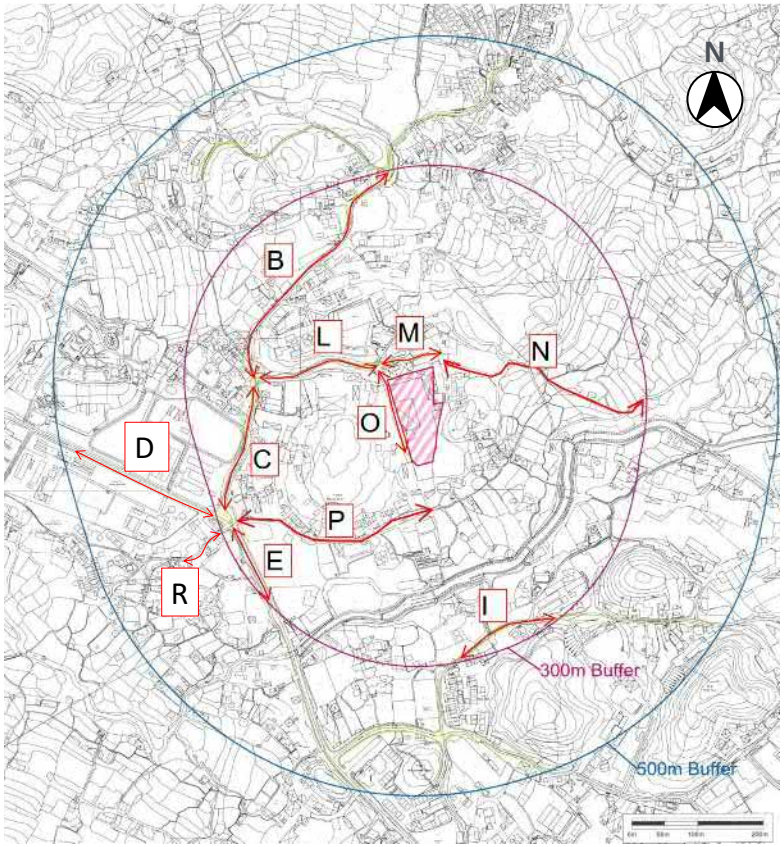
Notwithstanding the above, we have no comment on the methodology of the traffic forecast.

Yours faithfully,

(CHEUNG Kim-hung)
for Assistant Commissioner
for Transport / NT

Internal

新界分區辦事處
NT Regional Office
九龍聯運街三十號旺角政府合署七樓
7th Floor, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon.
圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO)
網址 Web Site: http://www.td.gov.hk



Link	Road Name	Without Development								With Development							
		2023 Traffic Flow				2038 Traffic Flow				2023 Traffic Flow				2038 Traffic Flow			
		AM		PM		AM		PM		AM		PM		AM		PM	
		Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %
B	Ping Yuen Road	168	34.5%	159	45.9%	196	35.2%	183	45.4%	168	34.5%	159	45.9%	196	35.2%	183	45.4%
C	Ping Yuen Road	309	43.4%	291	44.3%	363	43.8%	340	45.0%	306	42.8%	288	43.8%	360	43.3%	337	44.5%
E	Ping Che Road	649	51.6%	602	48.0%	756	51.6%	699	47.8%	646	51.4%	599	47.7%	753	51.4%	696	47.6%
I	Ng Chow Road	104	57.7%	105	37.1%	120	56.7%	122	37.7%	104	57.7%	105	37.1%	120	56.7%	122	37.7%
L	Unnamed Road	125	59.2%	109	53.2%	147	59.2%	129	53.5%	122	58.2%	106	51.9%	144	58.3%	126	52.4%
M	Unnamed Road	105	57.1%	98	50.0%	121	56.2%	115	50.4%	105	57.1%	98	50.0%	121	56.2%	115	50.4%
N	Unnamed Road	74	51.4%	78	52.6%	91	52.7%	91	52.7%	74	51.4%	78	52.6%	91	52.7%	91	52.7%
O	Unnamed Road	8	50.0%	10	50.0%	8	50.0%	10	50.0%	5	20.0%	7	28.6%	5	20.0%	7	28.6%
P	Unnamed Road	21	0.0%	8	0.0%	24	0.0%	8	0.0%	21	0.0%	8	0.0%	24	0.0%	8	0.0%
D	Ping Che Road	365	52.1%	365	45.8%	430	52.6%	422	45.5%	365	52.1%	365	45.8%	430	52.6%	422	45.5%
R	Unnamed Road	33	6.7%	28	8.0%	39	6.7%	33	8.0%	33	6.7%	28	8.0%	39	6.7%	33	8.0%

Appendix Q CALCULATION OF SEWAGE GENERATION

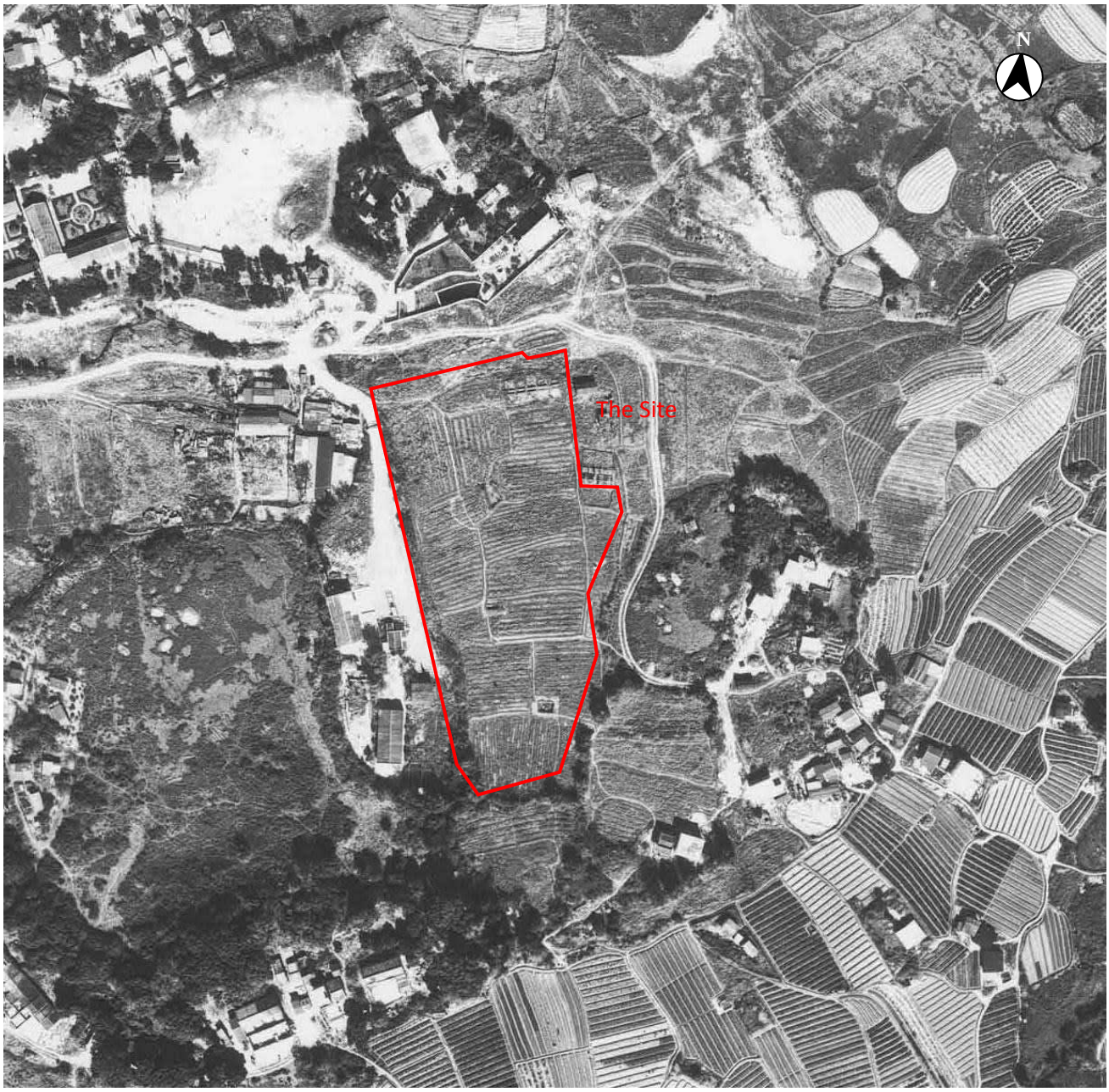
Calculation of Sewage Generation from the Proposed Development, Upstream and Downstream Catchments					Remarks/ Justification
A. Sewage generated by the Site					
1) Sewage generated by Staff					
No of onsite staff	=	22	staff		As advised by the Applicant
Unit Flow Factor (UFF) per staff	=	0.23	m^3/day-staff		Refer to "Commercial Employee" and "J9 Construction" of Table T-2 of reference 1 [Note 1].
Total Sewage Generation	=	5,060	L/day	(a)	
2) Sewage generated by Truck Drivers					
Total No of toilet visits per day	=	40.0	toilet visit/day		As advised by the Applicant that approximately not more than 40 truck drivers (i.e. non-site staff) use the toilet on-site each day based on their previous observations.
Flow rate per flushing	=	7.5	L/flush	(b)	Refer to BEAM Plus New Buildings Version 1.2), the estimated toilet flush of 7.5 L/flush. [Note 3]
Flow rate per hand washing	=	1.4	L/per hand washing	(c)	Refer to BEAM Plus New Buildings Version 1.2, Wastewater used for handwashing (8.3L/min x 10s) [Note 3]
Flow rate from micturition per visit	=	0.2	L/per visit	(d)	Refer to Human's micturition is assumed to be 200mL in accordance with p. 3081 of "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011. [Note 4]
Unit flow rate (for truck driver)	=	9.1	L/visit	(e)	(b) + (c) + (d)
Total Sewage Generation	=	363.3	L/day	(f)	
Total Average Daily Dry Weather Flow of Catchment 1	=	5,423	L/day		(a) + (f)
	=	**5.42**	m^3/day		
Containter Toilets					
The Minimum Total Storage Capacity of Sewage Storage Tank	=	3,000	L / toilet		Container with size of 3,000L each will be installed as advised by the supplier.
No. of containers required (3,000L each)	=	2	tanks		

Reference:

1 Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0, Environmental Protection Department of HK Government, March 2005
2 The volume of flushing system is advised by the supplier of chemical/container toilet.
3 With reference to BEAM Plus New Buildings Version 1.2 in July 2012, it is assumed that water required for hand washing = 8.3L/mins x 10s.
And the estimated toilet flush volume of toilet is about 7.5 L/flush.
4 Human's micturition is assumed to be 200mL in accordance with p. 3081 of "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011.

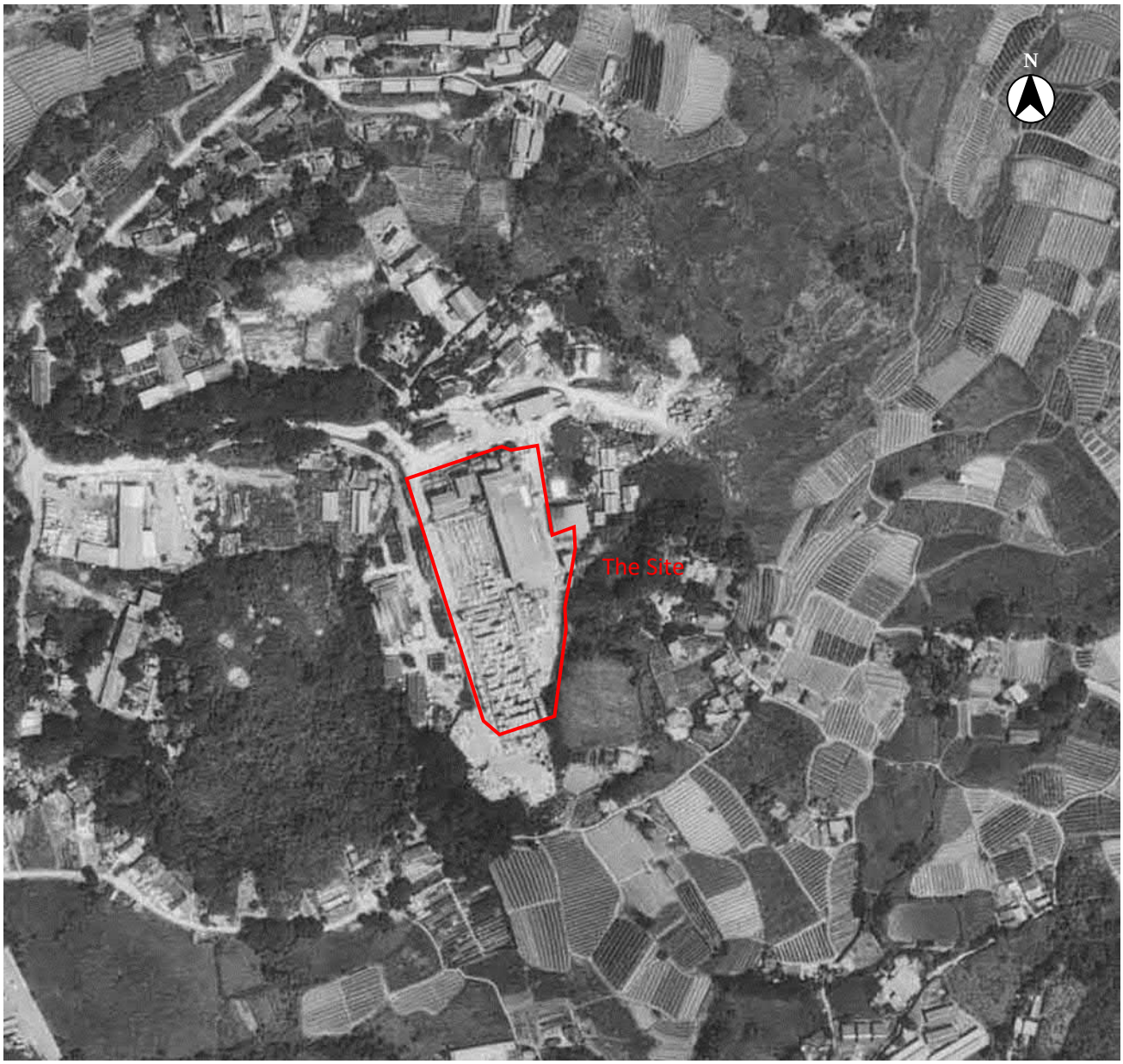
Appendix R AERIAL PHOTOGRAPHS

Date: December 1973



In 1973, the Site was an agriculture land, the uses of which would unlikely to result in land contamination.

Date: August 1986

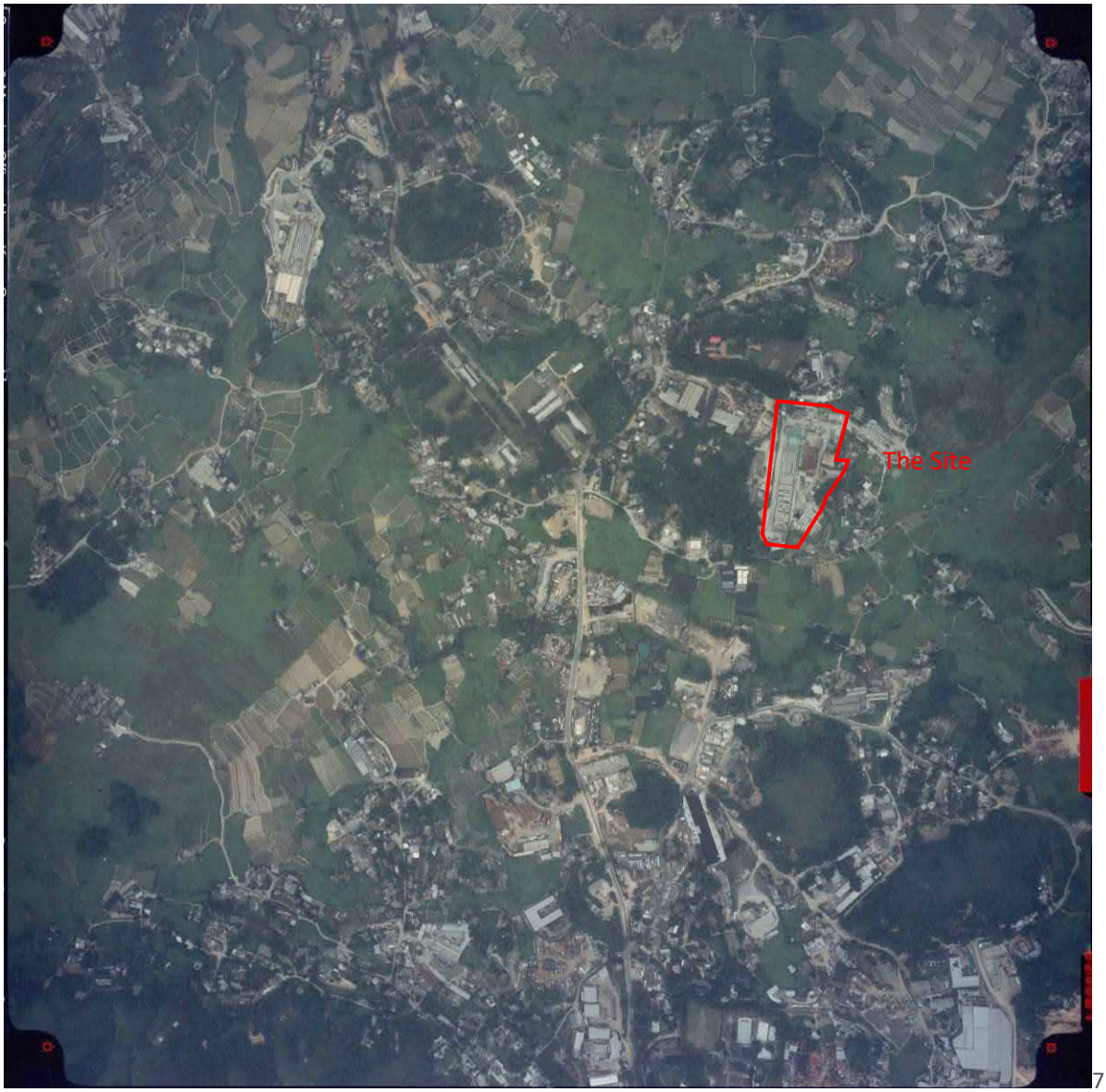


In 1986, the Site was transformed into warehouses for storage of goods. No activities likely to result in land contamination were identified.

Date: October 1987

In 1986, the Site was transformed into warehouses and Concrete Batching Plant.

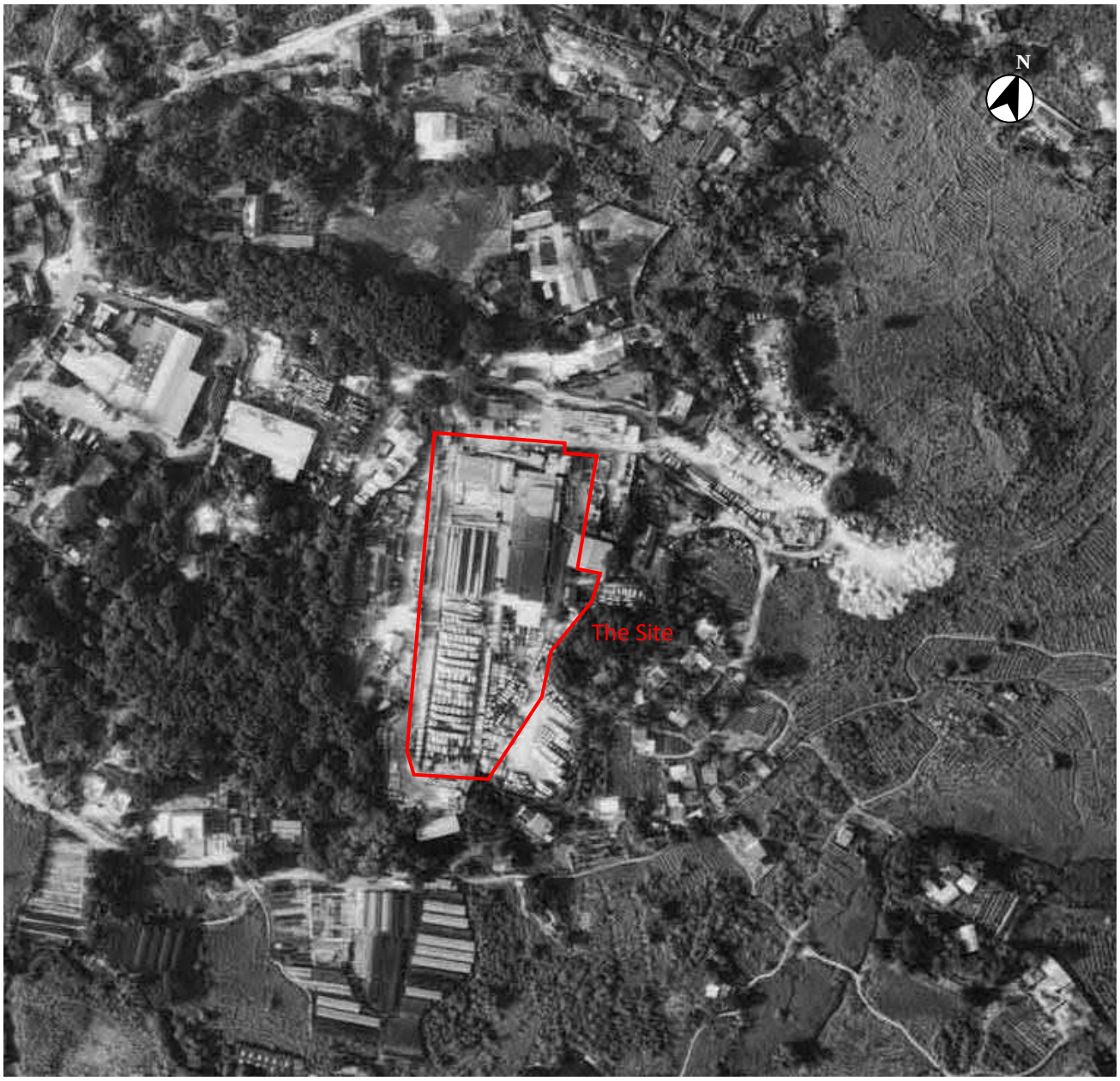
Date: November 1995



In 1995, the Site was transformed into a concrete batching plant located at the northern side of the Site.

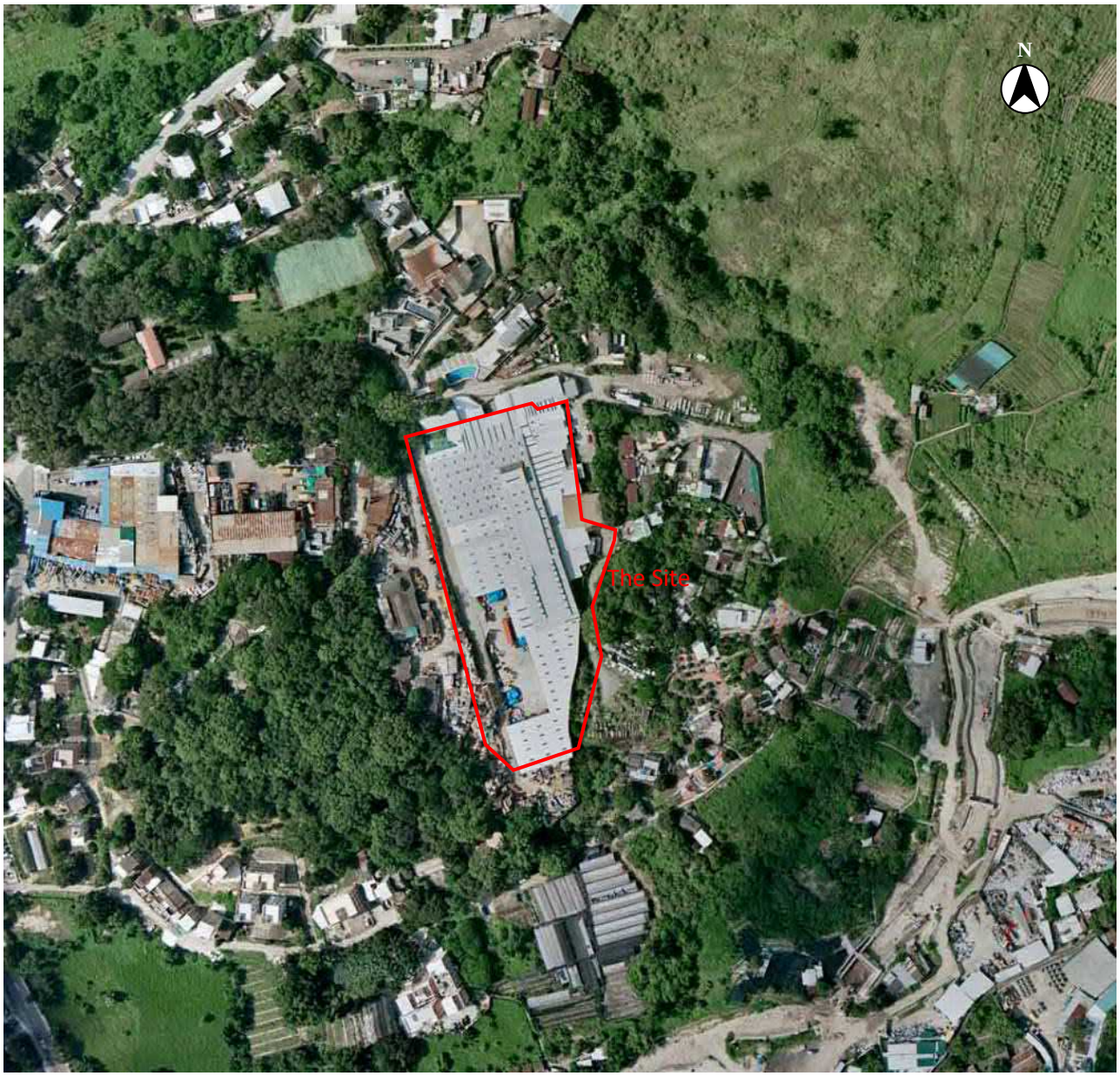
Warehouses remained at the eastern and southern side of the Site. No activity likely to result in land contamination were observed from the operation of warehouses. No obvious contamination issues was identified from the operation of concrete batching plant, and no stain was observed on-site. Since a typical concrete batching plant only consists of temporary structures and facilities for cement, sand, water, aggregates and ice handling only, and would not involve any chemical manufacturing/processing processes. Nevertheless, there is still potential land contamination activities during concrete production. Given that only a small amount of admixture is/will be adopted as the raw materials consumption for concrete mixing, and there are usually drip trap provided for each admixture tanks, with implementation of good site practices by the staff of the CBP, potential leakage of admixture tanks from the admixture tanks is considered unlikely.

Date: October 1998



In 1998, the Site was remained as a concrete batching plant located at the northern side of the Site. Warehouses remained at the eastern and southern side of the Site. No activity likely to result in land contamination were observed from the operation of warehouses. No obvious contamination issues was identified from the operation of concrete batching plant, and no stain was observed on-site. Since a typical concrete batching plant only consists of temporary structures and facilities for cement, sand, water, aggregates and ice handling only, and would not involve any chemical manufacturing/processing processes. Nevertheless, there is still potential land contamination activities during concrete production. Given that only a small amount of admixture is/will be adopted as the raw materials consumption for concrete mixing, and there are usually drip trap provided for each admixture tanks, with implementation of good site practices by the staff of the CBP, potential leakage of admixture tanks from the admixture tanks is considered unlikely.

Date: August 2010



In 2010, the concrete batching plant at the northern side of the Site was closed and the whole site was used as warehouses for storage purpose. No activities likely to result in land contamination were identified from the operation of warehouses. No obvious contamination issues was identified from the operation of concrete batching plant, and no stain was observed on-site. Since a typical concrete batching plant only consists of temporary structures and facilities for cement, sand, water, aggregates and ice handling only, and would not involve any chemical manufacturing/processing processes. Nevertheless, there is still potential land contamination activities during concrete production. Given that only a small amount of admixture is/will be adopted as the raw materials consumption for concrete mixing, and there are usually drip trap provided for each admixture tanks, with implementation of good site practices by the staff of the CBP, potential leakage of admixture tanks from the admixture tanks is considered unlikely.

Date: March 2019

In 2019, all the warehouses of the Site were already transformed into temporary concrete batching plant. No activities likely to result in land contamination were identified from the operation of warehouses. No obvious contamination issues was identified from the operation of concrete batching plant, and no stain was observed on-site. Since a typical concrete batching plant only consists of temporary structures and facilities for cement, sand, water, aggregates and ice handling only, and would not involve any chemical manufacturing/processing processes. Nevertheless, there is still potential land contamination activities during concrete production. Given that only a small amount of admixture is/will be adopted as the raw materials consumption for concrete mixing, and there are usually drip trap provided for each admixture tanks, with implementation of good site practices by the staff of the CBP, potential leakage of admixture tanks from the admixture tanks is considered unlikely.

Appendix S PHOTOGRAPHS OF THE EXISTING SITE

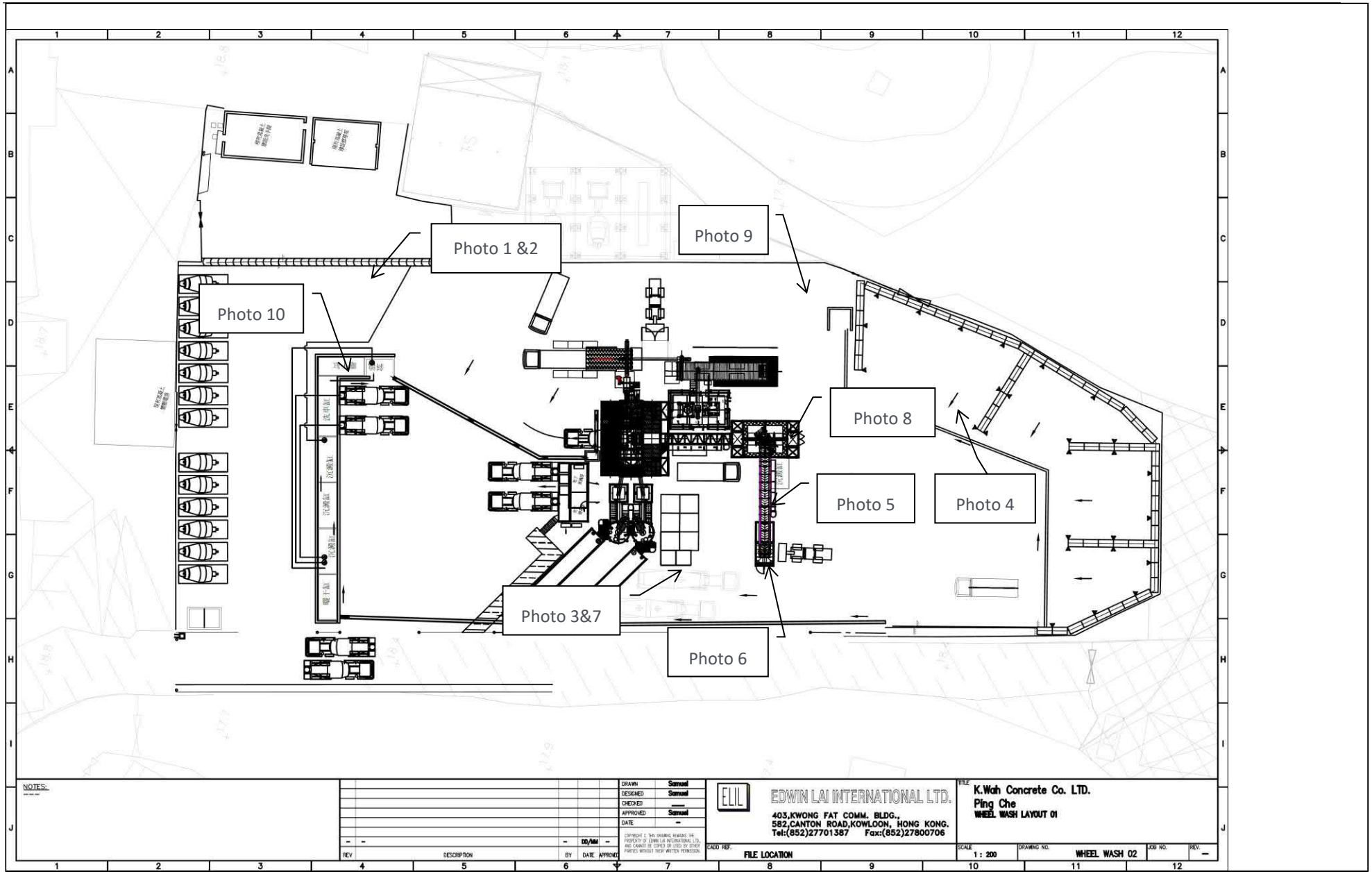


Photo 1 &2
Photo 9
Photo 10
Photo 8
Photo 5
Photo 4
Photo 3&7
Photo 6
NOTES:
DRAWN Samuel
DESIGNED Samuel
CHECKED
APPROVED Samuel
DATE
EDWIN LAI INTERNATIONAL LTD.
403,KWONG FAT COMM. BLDG.,
582,CANTON ROAD,KOWLOON, HONG KONG.
Tel:(852)27701387 Fax:(852)27800706
K.Wah Concrete Co. LTD.
Ping Che
WHEEL WASH LAYOUT 01
FILE LOCATION
SCALE 1 : 200
DRAWING NO. WHEEL WASH 02
JOB NO.
REV. –

Photo 1 – Maintenance Office

No land contamination activities was observed.

Photo 2 – Maintenance Office (Chemicals Store)

Secondary containments are provided for the chemicals store. No leakage of chemicals was observed.

Photo 3 – Admixtures Tanks

Secondary containments are provided for the admixture tanks. No leakage of chemicals was observed.

Photo 4 – Stockpile Area of Aggregate

No land contamination activities was observed.

Photo 5 – Ground Hopper and Conveyor Belt

No land contamination activities was observed.

Photo 6 – Ground Hopper

No land contamination activities was observed. No leakage of chemicals (i.e. lubricating oil) was observed.

Photo 7 – Admixtures Tanks

Secondary containments are provided for the admixture tanks. No leakage of chemicals was observed.

Photo 8 – Overhead Hopper

No land contamination activities was observed. No leakage of chemicals (i.e. lubricating oil) was observed.

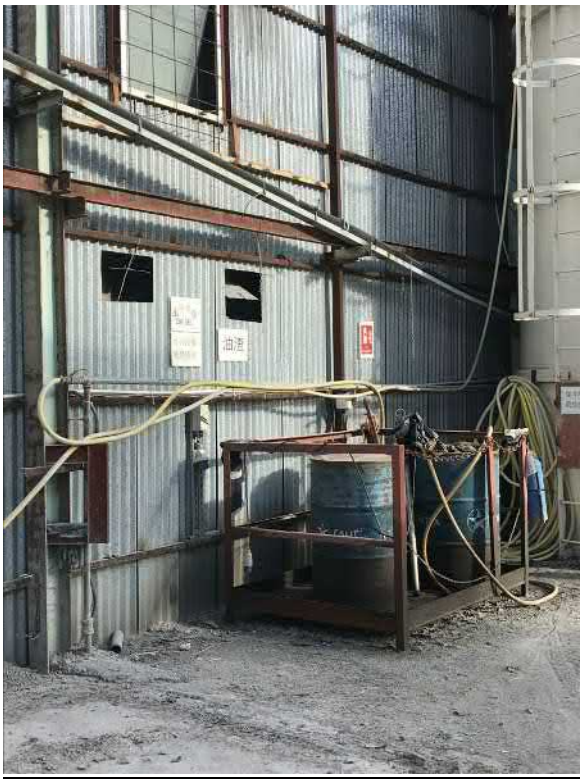


Photo 9 – Diesel Storage Area Secondary containments are provided for the diesel containers. No leakage of diesel was observed.	Photo 10 – Sedimentation Tank No land contamination activities was observed.

Appendix T RESPONSES FROM EPD AND FSD

SMEC

Member of the Surbana Jurong Group

local people
global experience

Our ref: 7076723/L26943/AW/CY/MCC/rw

22 January 2021

Environmental Protection Department
Environmental Compliance Division
Regional Office (North), Yuen Long
10/F., Sha Tin Government Offices
No. 1 Sheung Wo Che Road
Sha Tin, N.T.

By Email & Post

Attention: Ms Karen HUI

Dear Madam

S16 Planning Application for Temporary Use in Ping Che, New Territories
Request for Information – Land Contamination Study

A Temporary Use is planned to be provided at a location shown on the attached Site Location Plan in Ping Che and a planning application for this temporary use will be made under Section 16 of the Town Planning Ordinance (TPO). We have been commissioned by the Applicant of the aforementioned planning application to prepare an Environmental Assessment (EA) to support the planning application.

In order to identify the potential land contamination issue, we would appreciate if you could provide us with an updated list of any current/past licences for storage of Dangerous Goods (DG), registration of Chemical Waste Producers or records of incidents of chemical spillage / leakage from relevant authorities (e.g. FSD, EPD), etc. relating to the Site, if any.

Should you have any enquiries regarding the above, please feel free to contact the undersigned on 3995 8138 or to cleo.yip@smec.com or our Mr Arthur CHIU on 3995 8144 or to arthur.chiu@smec.com.

Thank you for your attention.

Yours faithfully

Cleo YIP
Senior Environmental Consultant

Encl.

cc Mr Hugh LAU – Applicant by email
Ms Pearl HUI – AECOM by email

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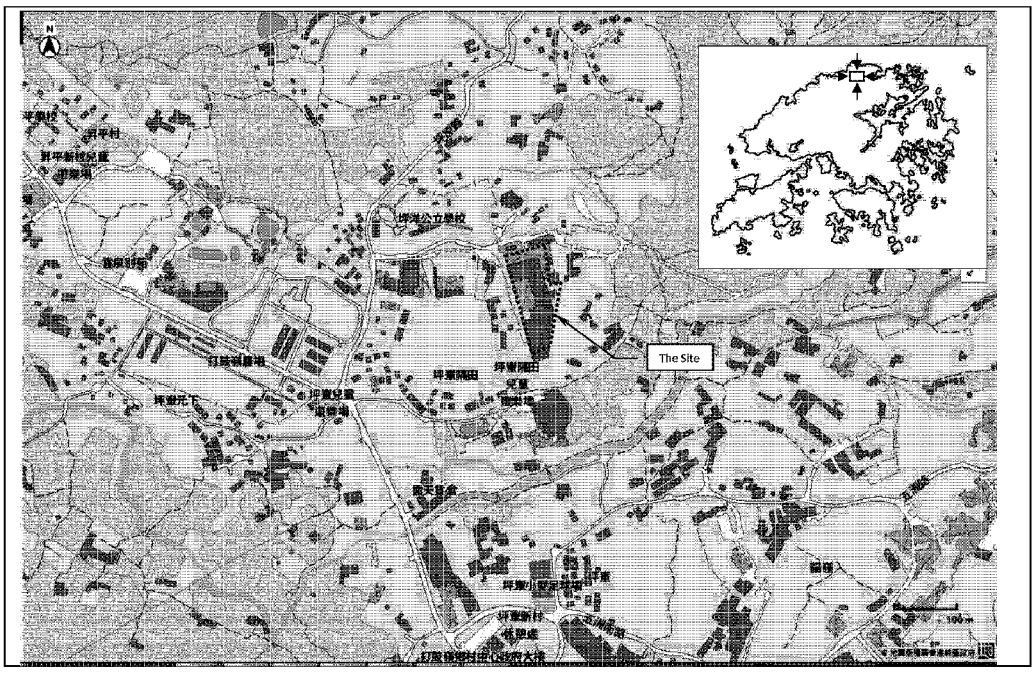
Site Location Plan



本署檔案
OUR REF : ( ) EP/RN/433317
來函檔案
YOUR REF : 7076723/L26943/AW/CY/MCC/rw
電 話
TEL NO : 2158 5832
圖文傳真
FAX NO : 2650 6033
網 址
HOMEPAGE : http://www.epd.gov.hk/

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F., Shatin Government Offices,
1 Sheung Wo Che Road,
Shatin, N.T.

環境保護署
環保法規管理科
區域辦事處(北)
新界沙田上禾輋路 1 號
沙田政府合署 10 樓

(By Email Only)

8 February 2021

SMEC Asia Ltd.
27/F, Ford Glory Plaza
37-39 Wing Hong Street
Cheung Sha Wan, Kowloon
Hong Kong

(Attn.: Ms. Cleo YIP, Senior Environmental Consultant)

Dear Ms. YIP,

S16 Planning Application for Temporary Use in Ping Che, New Territories
Request for Information – Land Contamination Study

We refer to your above letter under reference requesting for chemical spillage / incident record. Given no particular time period were mentioned in the letter, to avoid unnecessary wastage of resources, a search of 5 year records may be a reasonable choice.

For the records of Chemical Waste Producer Registration, a registry of chemical waste producers is available in our Territory Control Office. Should you like to view the records, you may approach Mr. Eric FUNG at 2835 1027 for making an appointment to view the records.

This Regional Office has no record of chemical spillage / leakage incident at the captioned locations in the past 5 years. Nonetheless, you may also need to check with other relevant parties / departments for such information as appropriate.

Yours faithfully,

(Ms. Karen HUI)
for Director of Environmental Protection

SMEC

Member of the Surbana Jurong Group

local people
global experience

Our ref: 7076723/L26942/AW/CY/MCC/rw

22 January 2021

Fire Services Department
Fire Services Headquarters Command
Management Group
9/F, Fire Services Headquarters Building
1 Hong Chong Road
Tsim Sha Tsui East, Kowloon

By Email & Post

Attention: Mr TANG Wing Wah

Dear Sir

S16 Planning Application for Temporary Use in Ping Che, New Territories
Request for Information – Land Contamination Study

A Temporary Use is planned to be provided at a location shown on the attached Site Location Plan in Ping Che and a planning application for this temporary use will be made under Section 16 of the Town Planning Ordinance (TPO). We have been commissioned by the Applicant of the aforementioned planning application to prepare an Environmental Assessment (EA) to support the planning application.

In order to identify the potential land contamination issue, we would appreciate if you could provide us with an updated list of any current/past licences for storage of Dangerous Goods (DG), registration of dangerous goods license, fire incidents or incidents of spillage/leakage of dangerous goods, etc. relating to the Site, if any.

Should you have any enquiries regarding the above, please feel free to contact the undersigned on 3995 8138 or to cleo.yip@smec.com or our Mr Arthur CHIU on 3995 8144 or to arthur.chiu@smec.com.

Thank you for your attention.

Yours faithfully

Cleo YIP
Senior Environmental Consultant

Encl.

cc Mr Hugh LAU – Applicant by email
Ms Pearl HUI – AECOM by email

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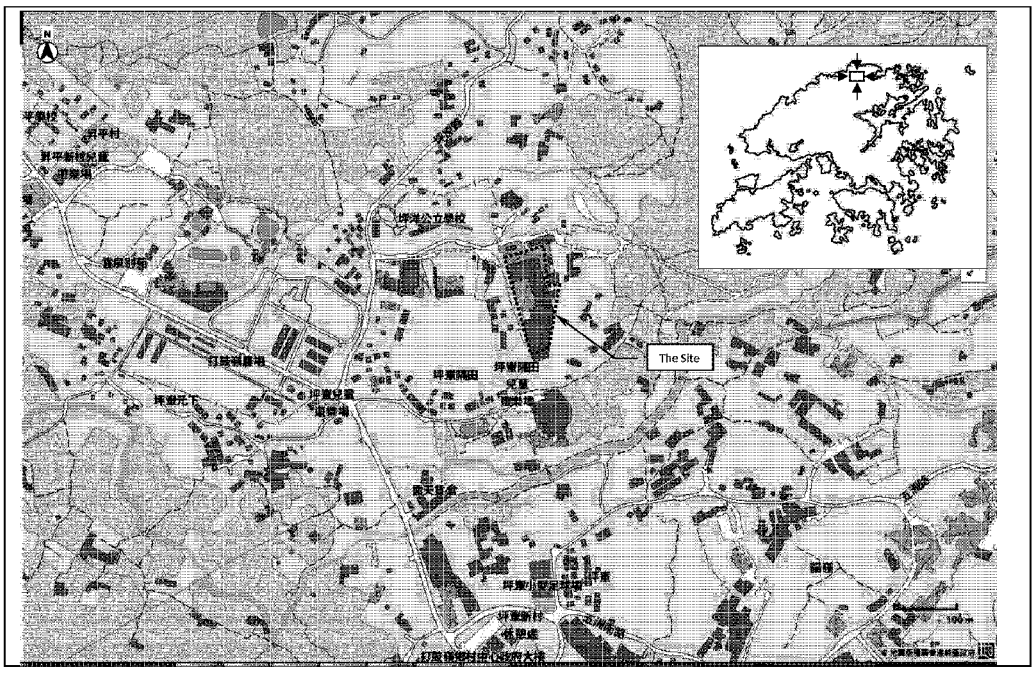
Site Location Plan



消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong

本處檔號 **OUR REF.** : (110) in FSD GR 6-5/4 R Pt. 32
來函檔號 **YOUR REF.** : 7076723/L26942/AW/CY/MCC/rw
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2739 5879
電 話 **TEL NO.** : 2733 7741

24 March 2021

SMEC Asia Limited
27/F Ford Glory Plaza,
37-39 Wing Hong Street,
Cheung Sha Wan, Kowloon, Hong Kong.
(Attn: Ms. Cleo YIP, Senior Environmental Consultant)

Dear Ms. YIP,

S16 Planning Application for
Temporary Use in Ping Che, New Territories
Request for Information of Dangerous Goods & Incident Records

I refer to your email of 22.1.2021 and subsequent email of 26.1.2021 regarding the captioned request and reply below in response to your questions.

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

Should you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(NG Wing-chit)
for Director of Fire Services

Ref. number and date should be quoted in reference to this letter
凡 提 及 本 信 時 請 引 述 編 號 及 日 期

local people
global experience

SMEC is recognised for providing technical excellence and consultancy expertise in urban, infrastructure and management advisory. From concept to completion, our core service offering covers the life-cycle of a project and maximises value to our clients and communities. We align global expertise with local knowledge and state-of-the-art processes and systems to deliver innovative solutions to a range of industry sectors.

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www.aecom.com

+852 3922 9000 tel
+852 3922 9797 fax

Our Ref.: 60617670/0047/22/2022000035D

By Email and Hand

22 February 2022

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

Dear Sir/Madam,

Section 16 Planning Application for Temporary Concrete Batching Plant at Lot 153 (Part) in D.D. 77 in Ping Che, New Territories for a Period of 5 Years (Application No. A/NE-TKL/681)
Submission of Second Further Information

Reference is made to the captioned Section 16 Planning Application submitted on 29 June 2021, First Further Information submitted on 8 November 2021, and departmental comments from Environmental Protection Department (EPD) and Transport Department (TD) received via emails dated 9 December 2021 and 23 December 2021 from the Sha Tin, Tai Po and North District Planning Office of Planning Department.

On behalf of the Applicant, we hereby submit a table of responses to departmental comments (R-to-C table) (**Appendix A**) for your consideration. In response to TD's comments, the road width before and after the proposed road improvement works is provided and indicated on **Annex 1** as enclosed. The responses from relevant departments showing no comment on the proposed road improvement scheme are enclosed in **Annex 2**.

In addressing various departmental comments, the following technical reports have been updated and appended to the R-to-C table for your consideration.

- **Appendix B** Revised Traffic Impact Assessment (TIA) Report
- **Appendix C** Revised Environmental Assessment (EA) Report

In accordance to TPB PG-No. 32A, this submission of further information does not result in a material change of the nature of the captioned planning application and involves only technical responses to departmental comments on the relevant technical assessments, hence it should be accepted by Secretary of the Town Planning Board for inclusion into the application and also be exempted from publication requirements.

We sincerely hope that with the above information, it will better facilitate the Town Planning Board in favorably consider our proposed development. Should you have any queries, please feel free to contact our Ms. Sandy Wu at 3922 8140 or the undersigned at 3729 0429.

Yours faithfully,
For and on behalf of
AECOM Asia Company Ltd.

Pearl Hui

Pearl Hui
Executive Director, Urban Planning
Urbanism + Planning, Hong Kong

Encls.

Appendix A: R-to-C Table (70 copies)
- Annex 1: Road Width Before and After the Proposed Road Improvement Works
- Annex 2: The Responses from Relevant Departments on the Proposed Road Improvement Scheme

Appendix B: Revised TIA Report (70 copies)
Appendix C: Revised EA Report (70 copies)

c.c.
TP/N3, PlanD Attn: Ms. Michelle Chan (via Email)

AECOM
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Our Ref.: 60617670/0096/22/2022000061D

By Email and Hand

11 April 2022

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

Dear Sir/Madam,

Section 16 Planning Application for Temporary Concrete Batching Plant at Lot 153 (Part) in D.D. 77 in Ping Che, New Territories for a Period of 5 Years (Application No. A/NE-TKL/681)
Submission of Third Further Information

Reference is made to the captioned Section 16 Planning Application submitted on 29 June 2021, First Further Information submitted on 8 November 2021, Second Further Information submitted on 22 February 2022 and departmental comments from Environmental Protection Department (EPD) received via email dated 28 March 2022 from the Sha Tin, Tai Po and North District Planning Office of Planning Department.

On behalf of the Applicant, we hereby submit a table of responses to departmental comments (R-to-C table) (**Appendix A**) for your consideration.

In addressing comments from EPD, the Environmental Assessment (EA) report (**Appendix C**) has been updated and appended to the R-to-C table for your consideration.

In accordance to TPB PG-No. 32A, this submission of further information does not result in a material change of the nature of the captioned planning application, hence it should be accepted by Secretary of the Town Planning Board for inclusion into the application.

We sincerely hope that with the above information, it will better facilitate the Town Planning Board in favorably consider our proposed development. Should you have any queries, please feel free to contact our Ms. Sandy Wu at 3922 8140 or the undersigned at 3729 0429.

Yours faithfully,
For and on behalf of
AECOM Asia Company Ltd.

Pearl Hui
Executive Director, Urban Planning
Urbanism + Planning, Hong Kong

Encls.

Appendix A: R-to-C Table (70 copies)
Appendix C: Revised EA Report (70 copies)

c.c.
TP/N3, PlanD Attn: Ms. Michelle Chan (via Email)

APPENDIX A

Table of Responses to Departmental Comments

Section 16 Planning Application for Temporary Concrete Batching Plant within “Industrial (Group D)” Zone at Lot 153 (Part) in D.D. 77 in Ping Che for a Period of 5 Years (Application No. A/NE-TKL/681)

Further Information (3)

Table of Responses to Departmental Comments

Item	Department	Page
1	Environmental Protection Department (EPD) • Comments received via Email dated 28 March 2022 from PlanD	2

	Department Comments	**Responses**
1.	Environmental Protection Department (EPD) Email dated 28 March 2022 from PlanD (responsible EPD officer: Mr. Alex W.C. LYN, tel.: 2835 1117 (Env Protection Offr (Regional Assessment)32))	
1.1	It is noted that the applicant did not address some of our previous comments, in particular, our comments on air modelling and no updated air model files and Emfac calculation files have been submitted. The applicant should update these air modelling files in the current planning application instead of leaving it to the later Specified Processes License application stage so that the air quality related impacts to sensitive receivers in the vicinity can be properly addressed through the early planning stage.	The air model has been revised accordingly.
1.2	We cannot lend support to the subject application at this stage since the applicant failed to address our previous comments to demonstrate environmental acceptability of the project which may have potential environmental impact / nuisance arises from the proposed development on nearby sensitive receivers.	All the comments have been addressed. Please refer to the revised EA Report and the responses for details.
	<u>Air Quality</u>	
1.3	We note that the Consultant did not address our comments on air modelling and no updated air model files and Emfac calculation files have been submitted. The Consultant should update these air modelling files within the current town planning process so that the air quality related impacts to sensitive receivers in the vicinity can be properly appraised. Please address our previous comments on air models properly and submit the revised model files for our review.	The air model has been revised accordingly. Para. 3.6.1 has also been revised to amend the publication date of the Guidelines on Assessing the 'TOTAL' Air Quality Impacts.
1.4	Table 3-1 - Please present the prevailing AQOs which have been effective since 1.1.2022 only and delete the obsolete AQOs.	Table 3-1 has been revised to delete the obsolete AQOs.
1.5	Table 3-6 - Since the data from the North AQMS is not complete, please use the data from the Tai Po AQMS to show the past background and add a footnote to explain why the data from Tai Po AQMS, instead of North AQMS, is presented.	Table 3-6 has been revised by presenting data from Tai Po AQMS of 2020. Moreover, para. 3.5.4 has been revised to amend the description of the prevailing AQOs.
1.6	Please clarify which year of PATHv2.1 data is used in the model. Table 3-6 shows the PATHv2.1 data of year 2022 while the Emfac data of year 2023 is used for the calculation of vehicular emissions.	Year 2023 is the commencement year. The PATH v2.1 data of year 2022 has been adopted in the air model, which is considered as the worst case scenario of pollutant concentration. Bullets 1 and 3 of para. 3.7.3 of the EA Report have also been updated.
1.7	Paragraph 3.8.2 - Please use the Emfac data of year 2038 to calculate the **<u>Trips/VKT</u>**.	The Trips/VKT was calculated by the emission data of year 2022 and the traffic data of year 2038 to represent the worst case scenario.
1.8	Table 3-8 - Please delete the data for comparing to the obsolete AQOs.	Table 3-8 has been revised by deleting the obsolete AQOs.

	Department Comments	**Responses**
1.9	Figure 3-7 - Please present the contour plot of the 36th 24-hour FSP according to the prevailing AQOs.	Figure 3-7 has been revised to present the contour plot of the 36th 24-hr FSP.
	<u>Noise</u>	
1.10	RtC item 1.21(i) - We noted from your RtC that max. of 12 concrete lorry mixers per hour are considered practical to cater for max. concrete production rate of 100m3/hr with respect to their carrying capacity. Please state your response in s.4.5.5, and state explicitly in s.4.5.5 whether the max. of 12 concrete lorry mixers per hour have been confirmed by applicant to be practical in terms of business operation.	Noted and a new sentence has been added to para. 4.5.5 of the revised EA Report. For completeness, para. 4.5.8 has also been amended to confirm the max. no. of concrete lorry mixers.
1.11	RtC item 1.21(ii) - We noted from your RtC that there will unlikely be queuing of vehicles outside the site in accordance with TIA findings. Same as above, please supplement your response in s.4.5 of EA report for proper record.	Noted and please refer to para. 4.5.8 of the revised EA report for details.
1.12	RtC item 1.22 - Since the proposed CBP is a replacement of existing CBP, it is more appropriate to exclude vehicles induced from existing CBP in "Without Development" scenario. In case the concerned vehicles are included under "Without Development" scenario, you are just comparing the traffic noise levels between scenario w/ new CBP and scenario w/ previous CBP, but not comparing the noise level between scenario w/ CBP and scenario w/o CBP. The induced traffic noise impact from the proposed CBP to surroundings will hence be underestimated.	The Proposed Development aims to replace the existing CBP with a reduced maximum hourly production rate from 120m^3/hour to 100m^3/hour. Therefore, as responded previously it is not appropriate to simply exclude the vehicles induced from the existing CBP in "Without Development" scenario to avoid misunderstanding. Otherwise, it will cause a misunderstanding that there is no existing CBP. The off-site traffic noise impact summarized in paras. 4.7.5 to 4.7.7 reflects the actual off-site traffic noise impact induced by the Proposed CBP for replacing the existing CBP. Therefore, the induced traffic noise impact is not underestimated. In order to avoid misunderstanding, comparison of the noise levels between the scenarios with and without CBP should not be provided. Para. 4.7.5 has been further revised to clarify the assumption.
1.13	RtC item 1.24 - As shown in TD's letter in Appendix P, TD only provided no comment on the methodology for producing traffic forecast. As commented previously, please provide written confirmation from competent party (e.g. traffic consultant) in the EA report to confirm that TD's endorsed methodology has been adopted in preparing the traffic forecast.	The letter written by the Project Traffic Consultant on 28 December 2021 regarding the adoption of the methodology endorsed by the TD to prepare the traffic forecast has been incorporated in Appendix P of the revised EA Report.
1.14	RtC item 1.26 - The formula for angle of view correction in s.4.6.5 should be +10log(A/180) instead of -10log(A/180).	Noted and amended accordingly. Besides, the following corrections have been made: • 1st and 2nd notes: "Sound Pressure Levels" and "Sound Power Levels" have been revised to "Sound Pressure Level" and "Sound Power Level" respectively.

	Department Comments	**Responses**
		• 5th note: the acronym "S" has been revised to "A" for angle of view. • 6th note: the acronym "D" has been revised to "d" for distance. Please refer to para. 4.6.5 of the revised EA Report for details.
1.15	RtC item 1.28 - As commented previously, please list out the % on-time and no. of items in bullet points in s.4.5.5 to echo the 1st sentence in s.4.5.6. Alternatively, you may refer the reader to Appendix L for such information.	Noted. The % on time and nos. of items have been added to the bullet points of para. 4.5.5. In addition, reference to Appendix L has been added to para. 4.5.6 of the revised EA Report.
1.16	RtC item 1.32ii and Appendix L - As commented previously, the angle of view to haul roads 1 to 10 in evening-time scenario are still the same at different NSRs. Please review.	Apologise for the typo in the Excel Spreadsheet. The formulae of calculating the angles of views for IN2 to IN7 during the evening-time scenario have been corrected. Table 4.9 has also been updated. Please refer to Appendix L and Table 4.9 of the revised EA Report for details.
1.17	Section 4.5 - According to Figure 5.1 of the TIA, road improvement works at the access road from Ping Che Road to the application site is proposed (named as Traffic Improvement Scheme in the TIA). The noise impact associated with such road improvement works should be addressed in the EA report.	As mentioned in para. 5.2.1 of the TIA Report, two road improvements are proposed to be made: a) Improvement on Access Road • Extension of passing bays on the Access Road connecting the Site and Ping Yuen Road. • Provision of 2m wide footpath. b) Improvement on Ping Yuen Road – minor modification of the section of Ping Yuen Road for improving the manoeuvring of heavy vehicles. No change to the running margins of the roads will be made for the road improvement works. Therefore, there will be no change to the traffic noise impact from noise modelling point of view. Please refer to the new paras. 4.5.9 to 4.5.12 of the revised EA Report for details.
1.18	Section 4.5.5 - "Truck (Concrete Collection) indicated in Day-time Scenario 2 of s.4.5.5 is not found in Appendix L, please review and clarify.	Typo and deleted from para. 4.5.5.
1.19	Table 4.9 - Some of the predicted noise levels in the table do not tally with those in Appendix L, e.g. IN2 at Scenario 1 during day-time, IN3 at Scenario 1 during day-time.	Some of the predicted noise levels of Table 4.9, in particular those of the evening-time, have been updated.
1.20	Appendix K - For stages 1b and 1c of CN2 to CN7, the contribution from CNP081 is not considered in calculating the total predicted noise level.	Apologise for the typo in the Excel Spreadsheet. The formulae of calculating CNP081 for CN2 to CN7 have been corrected. Table 4.8 has also been updated. Please refer to Appendix K and Table 4.8 of the revised EA Report for details.

	Department Comments	**Responses**
1.21	Appendix L – i. The screening correction for IN5 at Scenario 2 during day-time period should be in negative value. ii. For day-time scenario 2 and evening-time period, some of the separation distances listed in IN4 are same as that of IN1. Please review.	i.) Noted and "2" has been changed to "-2" for IN5 of Scenario 2 during day-time. ii.) Apologise for the typo in the Excel Spreadsheet. The formulae has been updated. Table 4.9 has also been updated.
1.22	RtC item 1.33 - Our textual comments offered in the previous submission are not addressed. They are reiterated below for easy reference.	Noted with thanks.
1.23	The main text has referred the reader to incorrect appendices on several occasions, e.g. Appendix M in s.4.6.11 should be Appendix N; Appendix O in s.4.7.5 should be Appendix P. ii. Section s.4.6.5 - For angle of view, should the abbreviation be "A" rather than "S"?	Noted and all the typos including "S" which should be "A" in para. 4.6.5 have been corrected. In addition, a few improvements to the main text have also been made.
	<u>Waste Management and Land Contamination</u>	
1.24	Rtc item (1.47) - Our previous comment was not addressed. The relevant wordings were still found in Appendix R. Please review.	Noted and the following amendments have been made to Appendix R of the revised EA Report: a) The interpretation of contamination for each historical aerial photograph has been deleted to avoid misleading. b) Direction of north has been provided for the photographs without indication previously. c) The label of "the Site" has been provided to the photograph of 1987, and its typo "1986" has been amended to "1987". d) Descriptions of the aerial photographs have been rephrased for improvement. The description of aerial photograph in November 1995 in Table 7-1 has been amended to include the concrete batching plant to the northern part of the Site.
1.25	Section 6.2.7 - Please review whether or not this section should be presented under the Non-inert C&D materials.	Majority of the content of para. 6.2.7 was repeated in paras. 6.2.14 and 6.2.15 (renumbered as 6.2.13 and 6.2.14 of the revised EA Report). Therefore, para. 6.2.7 has been deleted. The description about non-inert waste other than metal with an amount of no more than 2 tonnes has been added to para. 6.2.15 under Sub-title Non-Inert C&D Materials of the revised EA Report. Building waste of 2 tonnes has also been deleted from Table 6-1 for consistency.
1.26	Sections 6.2.20 and 6.2.30 - Please adopt the latest statistics figures for the estimation of general refuses to be generated.	Noted and the figures of Monitoring of Solid Waste in Hong Kong 2020 (or Waste Statistics for 2020) published in December 2021 have been adopted. Please refer to paras. 6.2.20, 6.2.21, 6.6.23, 6.2.30, 6.2.31 and 6.2.32, as well as

	Department Comments	**Responses**
		Tables 6-2 and 6-3 of the revised EA Report for details.
1.27	Table 6-2 - Please review the estimated quantity of excavated material and building wastes.	A number of changers including adopting the new figures of the Waste Statistics for 2020 to Table 6-2 have been made according to the responses to comments #1.24, 1.25 and 1.26. Please refer to the revised Table 6-2 for details.
1.28	Table 6-3 - Please review should the "industrial waste" refer to "general refuses".	Typo, "industrial waste" should be "MSW" since MSW of Plate 2.7 of Monitoring of Solid Waste in Hong Kong is referred to. Table 6-3 has been amended accordingly. Please also refer to the revised Table 8-1.
1.29	Appendix S i. Photo 2: Please clarify what chemicals were stored in the chemicals store. ii. Photo 6: Please provide photos showing the ground condition. iii. Photo 9: Please provide more photos showing the condition of the secondary containment and the ground conditions of the diesel storage area.	i.) Storage of hydraulic fluid containers was observed. Please refer to the amended description of Photo 2 of Appendix S. ii.) It is not practicable to take photo for the ground condition because the gap between the metal enclosure and the machinery of ground hopper, and hand holding with camera putting into the gap is strictly not allowed for safety reasons. Photo for the ground condition will be tried to be taken when removing the structure during Phase 1 of the Proposed Development. iii.) The photos including Photo 9 were taken during the site visits 2019 and 2020 respectively, and it is not practicable to take proper photograph for the ground condition underneath the diesel drums shown on Photo 9, until the rack for placing diesel drums will be removed during Phase 2 of the Proposed Development. Therefore, photos will be taken to show the updated conditions during Phase 1, and will be reported in the CAP of Phase 1 as recommended in para. 7.5.1 of the EA report.
	Water Quality	
1.30	S.5.3.12 (RtC 1.37): While RtC responded S.5.3.11 - S.5.3.12 has been revised, only S.5.3.11 was updated. Would it be "...3000L **(=3m^3)** ..."?	Noted and "…3,000L" has been amended to "…3,000L or 3m^3".
1.31	S.5.4.1 (RtC 1.38): Our previous comment was not addressed. Please revise the subheading as "Demolition and Construction Phases", similar to that for S.5.3.1.	Noted and amended accordingly.

8 April 2022

APPENDIX C

Revised Environmental Assessment Report

SMEC

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D05 Environmental Assessment Report

Section 16 Application for Temporary Concrete Batching Plant in Ping Che, New Territories

Reference No. 7076723
Prepared for Doran (Hong Kong) Ltd
7 April 2022

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1 INTRODUCTION

1.1 Project Background

1.1.1 A temporary Concrete Batching Plant ("CBP") is planned to be erected at part of Lot 153 in DD77 ("the Site") zoned "Industrial (Group D)" ("I(D)") under the Approved Ping Che and Ta Kwu Ling Outline Zoning Plan ("OZP") No. S/NE-TKL/14. After erecting and commissioning the proposed temporary CBP, the operation of the existing CBP located at the same lot will be ceased and then demolished. In order to obtain an approval from the Town Planning Board ("TPB") for the proposed temporary CBP, a planning application (Application no.: A/NE-TKL/639) which the application boundary did not include the aforementioned existing CBP was submitted under Section 16 of the *Town Planning Ordinance* ("TPO") on 14 May 2020. Comments on the Environmental Assessment ("EA") Report prepared by SMEC Asia Ltd ("SMEC") supporting A/NE-TKL/639 were received and a revised EA Report (SMEC's ref.: 7076723/D01 rev. 1 dated 7 September 2020, "2020-EA") was attached to the Further Information ("FI") submitted on 10 September 2020. Comments on the revised EA Report were subsequently received.

1.1.2 In order to improve the future operation of the proposed CBP, it was decided to enlarge the application boundary. Therefore, the previous Section 16 application A/NE-TKL/639 was withdrawn in January 2021 and a new Section 16 application will be submitted.

1.1.3 The major changes to this new application compared with the previous one A/NE-TKL/639 include:

1. Application Boundary for this planning application will cover the existing CBP.
2. The portion of the Site with the existing.
3. CBP will comprise aggregate storage, vehicle cleaning facilities and vehicle parking.
4. Some other minor changes to the layout.

1.1.4 SMEC has been commissioned to conduct this EA Report for supporting the new Section 16 Application to address the comments on the previously submitted 2020-EA mentioned in ***paragraph 1.1.1***. It is anticipated that the changes to the results of various environmental impact assessments conducted in the 2020-EA will only be minor due to the changes mentioned in ***paragraph 1.1.3***. Notwithstanding, all the comments on 2020-EA submissions have been addressed by this EA report.

1.2 Site Description

1.2.1 The Site has been used for workshop and warehouse since 1986. The Site location is shown on ***Figure 1 1***. The Site occupies an area of approximately 7,044 m^2. The Site are mainly surrounded by open storages of other industrial uses, temporary structures and scattered village houses.

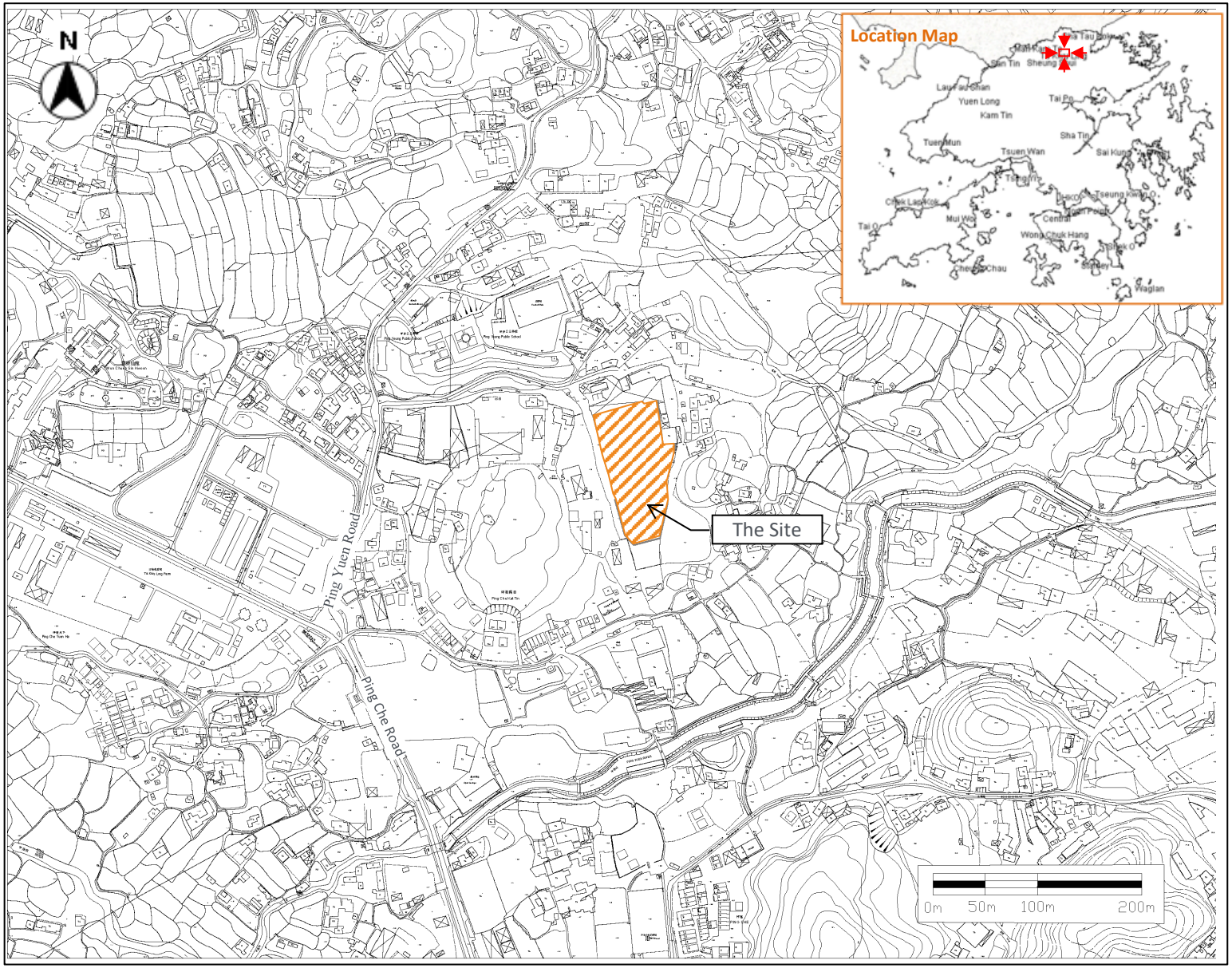
1.2.2 The operation hours of the proposed CBP will be from 07:00 to 23:00, i.e. 16 hours every day.

1.3 Objective of the Report

1.3.1 The objectives of this EA Report are to:

- Assess potential environmental impacts arising from the operation of the Plant, in terms of air quality, noise, water quality and waste management.
- Recommend appropriate measures to mitigate any impacts if necessary.

Figure 1-1 Site Location and its Environs



2 SITE AND PLANT INFORMATION

2.1 Site Location and Its Environs

2.1.1 The Site with an area of approximately 7,044m^2 is located at Ping Che, Ta Kwu Ling, in the North East New Territories. The Site is mainly surrounded by open storages of other industrial uses, temporary structures and scattered village houses.

2.1.2 As mentioned in ***paragraph 1.1.1***, the operation of the existing CBP will be ceased once the proposed CBP has been erected and in operation. The existing CBP is installed with a total silo capacity of less than 50 tonnes for cementitious materials including Ordinary Portland Cement ("OPC", or cement), Pulverised Fuel Ash ("PFA"), Ground Granulated Blast-Furnace Slag ("GGBS") and silica fume. Therefore, the existing CBP does not require to apply for a Specified Process ("SP") Licence under the Air Pollution Control Ordinance ("APCO").

2.1.3 For the proposed replacement CBP, major raw materials for concrete production are also cementitious materials including cement, PFA, GGBS and/or silica fume will be stored in silos. The total silo capacity of the aforementioned cementitious materials will be not more than 450 tonnes of the proposed CBP.

2.2 Demolition and Construction Activities

2.2.1 The construction activities of the Site including demolition of the steel structures of the existing mobile CBP, site formation, foundation work by pouring concrete footing, equipment lifting, and erection of the proposed CBP structures that is composed of metal structure and constructed by welding, etc. The tentative schedule of the demolition and construction activities during the construction stage are as follows:

Phase 1 will include the construction of the new CBP with the operation of the existing CBP. The construction period of the new CBP: Approximately not more than six to nine months after obtaining the approval for this S16 planning application and the approval for all Building Department Submission (tentatively in 2023). Phase 1 will comprise the following sub-phases:

- Sub-phase 1a: Construction of northern part of the Site.
- Sub-phase 1b: Construction of southern part of the Site.

After completion of Phase 1 construction works and operation of the new CBP, the works of Phase 2 will commence, which will comprise the following sub-phases:

- Sub-phase 2a: Demolition of existing CBP tentatively commencing in 2023 for approximately six months.
- Sub-phase 2b: Construction works of the new aggregate storage area after completing demolishing the existing CBP.

2.2.2 The works of the aforementioned sub-phases will not be overlapped. The details sequence of Phases 1 and 2 construction/demolition works are summarised in ***Table 2-1*** below:

Table 2-1 Details sequence of Phases 1 and 2 Construction/Demolition Works

PHASES / STAGES	DETAILS OF WORKS
Site formation	Foundation works by pouring concrete footing
Phase 1	Equipment lifting, erection of the proposed CBP structures that is composed of metal structure and constructed by welding.
1(a)	Construction works at northern part of the Site (see ***Figure H-1*** in ***Appendix H***)
1(b)	Construction works at southern part of the Site (see ***Figure H-2*** in ***Appendix H***)
Phase 2	Demolition of the existing CBP and minor construction works of stockpiling areas of the new CBP.
2(a)	Demolition of the existing CBP composed of metal structure (see ***Figure H-4*** in ***Appendix H***)
2(b)	Construction of the aggregate storage at the new CBP (see ***Figure H-3*** in ***Appendix H***).

2.3 Process Description During Operation Phase

2.3.1 The proposed CBP will comprise one production line for concrete production. The maximum hourly production rate of the proposed CBP will be about 100m^3/hour and the operation time will be between 07:00 and 23:00.

2.3.2 The layout plans of the proposed CBP can be referred to the Planning Statement. The major component as well as the indicative Block Plan and Schematic Diagram of the proposed CBP are shown on ***Figure 2-1*** to ***Figure 2-3***. The major components of the proposed CBP Project will include the following:

- An aggregate ground receiving hopper
- Three cementitious material silos
- A mixer tower comprising a concrete mixer and weigh hoppers
- Conveyors and weigh hoppers
- Aggregate overhead ("O/H") bin
- Aggregate Storage (for emergency use)
- Wheel washing facilities
- Water silos
- A settlement tank
- A tube ice storage and an electric tube ice maker.

2.3.3 The quantities of the major components are listed in ***Table 2-2***:

Table 2-2 Quantities of the major components or equipment of the proposed CBP:

EQUIPMENT	QUANTITY
Mixer	1
Dust Collectors ("DCs") at Mixer	1

EQUIPMENT	QUANTITY
Cementitious Material Silos	3 Cement/PFA/GGBS Silo: 200 tonnes Cement/PFA/GGBS/Silica Fume Silo: 130 tonnes Cement/PFA/GGBS Silo: 120 tonnes
DCs for Cementitious Material Silos	3
DCs at other areas	2
Aggregate Ground Receiving Hopper	1
Aggregate Weigh Hopper	1
Admixture Weigh Hoppers	2
Cementitious Material Weigh Hoppers	3
Water Weigh Hopper	1
Ice Weigh Hopper	1
Aggregate O/H Bin	1
Aggregate Storage (for emergency use)	1

Figure 2-1 Major Component of Concrete Production Line

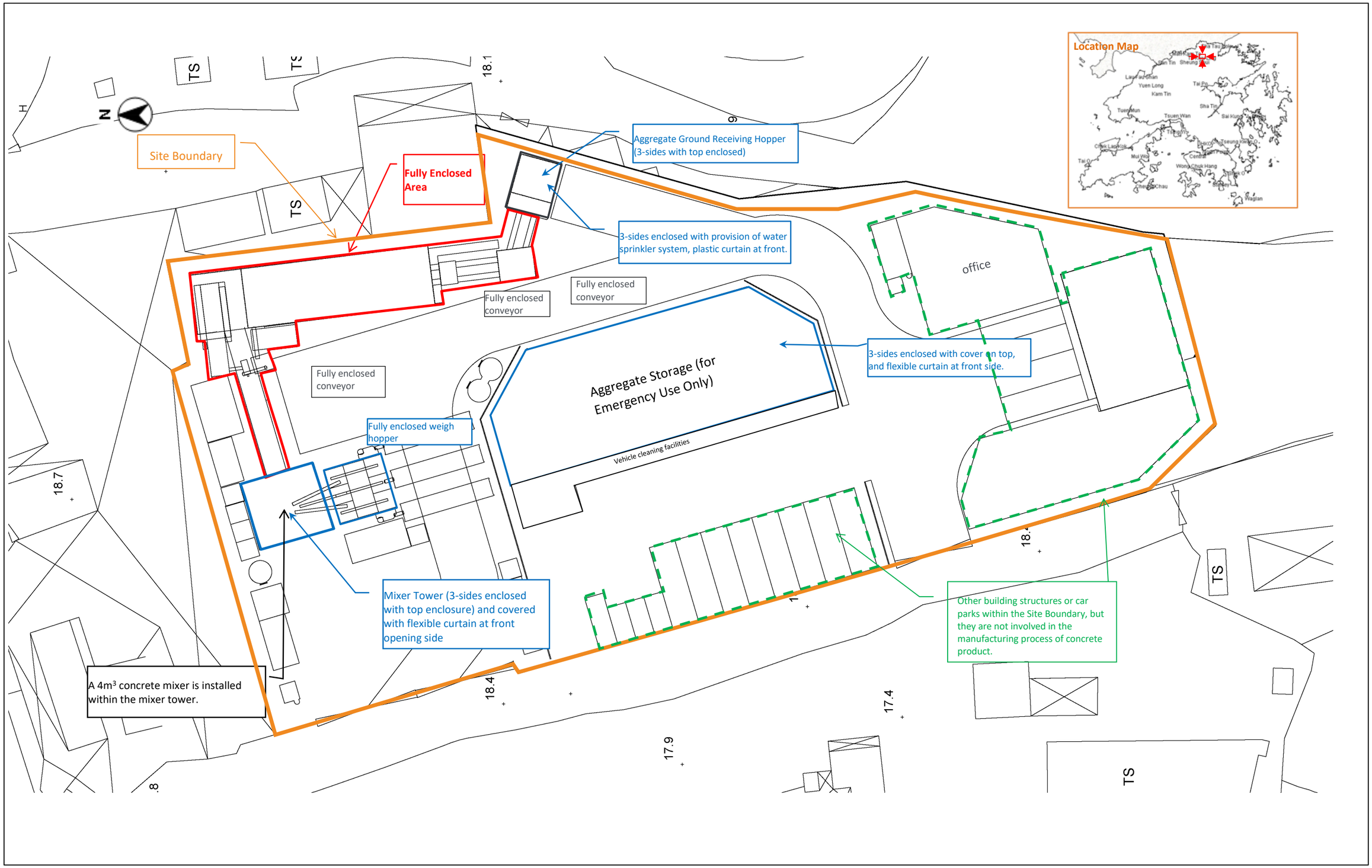


Figure 2-2 Indicative Block Plan and Locations of Emission Points

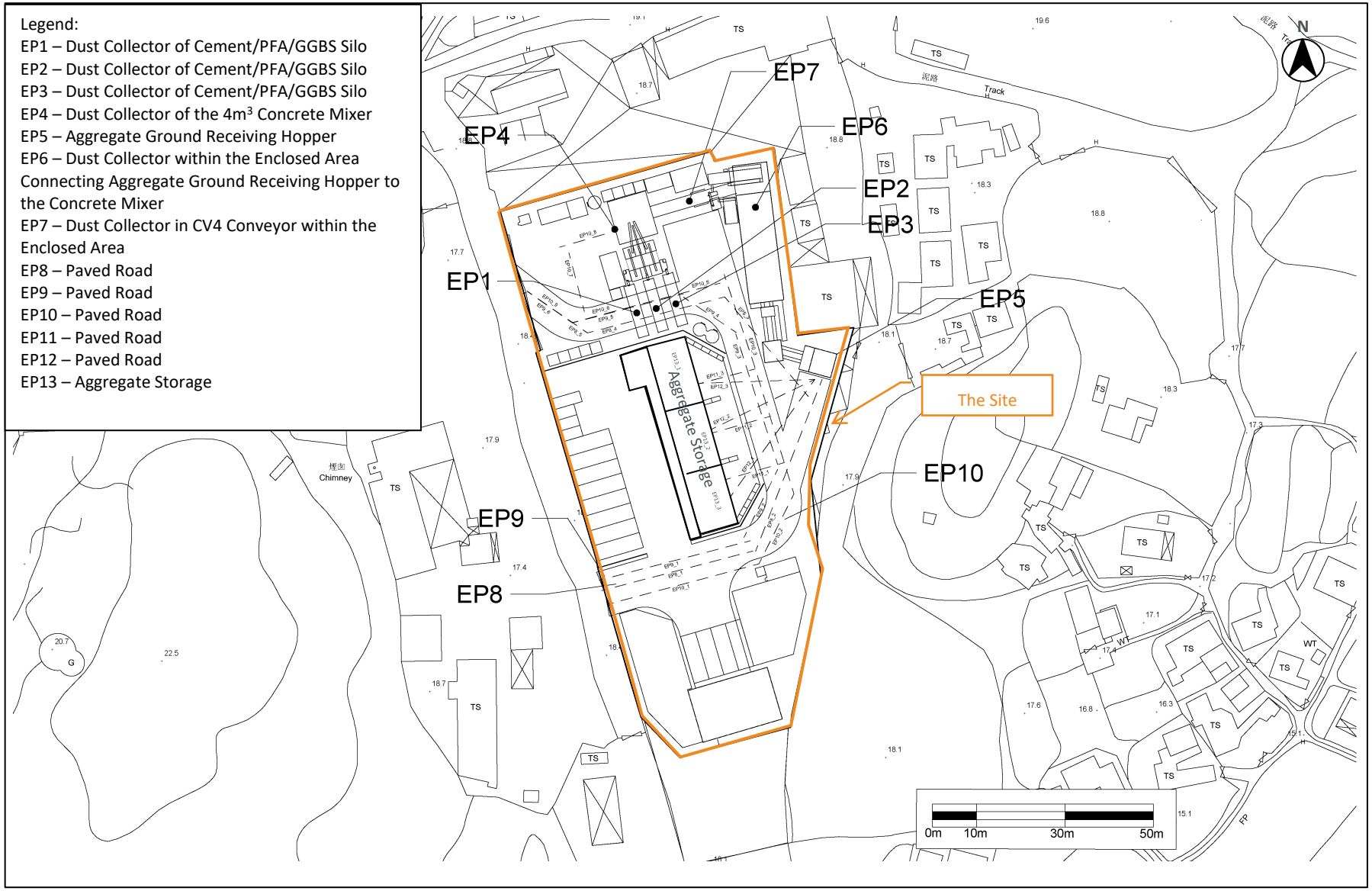
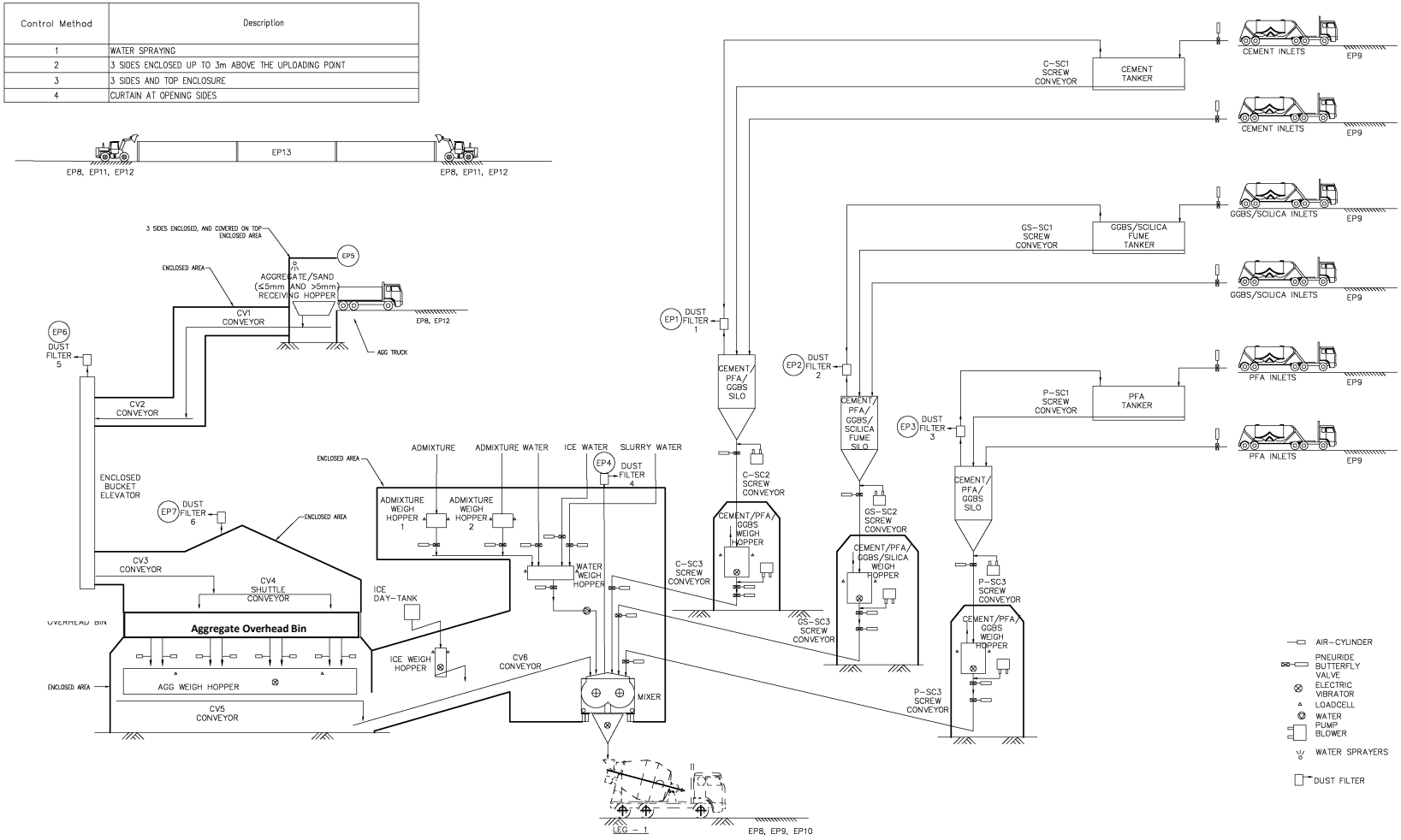


Figure 2-3 Indicative Schematic Diagram of the Proposed CBP

Emission Point	Description	Control Method	Remark
EP1 to EP7	Dust Collector (DCs)	–	Duct
EP5	Aggregate Receiving Hopper	1, 2	Fugitive
EP8 to EP12	Paved Roads	1	Fugitive
EP13	Aggregate Storage	1, 3, 4	Fugitive

EP NO.	DUST COLLECTOR NO.	BRAND	MODEL	CAPACITY	COORDINATE		LEVEL
					EAST	NORTH	
EP1	DC1	ELI	ELI-DLM-V10/10	1750 CU.M/HR	E-834667.29	N-843346.63	+31.2mPD
EP2	DC2	ELI	ELI-DLM-V10/10	1750 CU.M/HR	E-834669.55	N-843347.26	+31.2mPD
EP3	DC3	ELI	ELI-DLM-V10/10	1750 CU.M/HR	E-834671.82	N-843347.89	+31.2mPD
EP4	DC4	ELI	ELI-DLM-V15/15	2550 CU.M/HR	E-834675.16	N-843344.17	+31.2mPD
EP5	DC5	ELI	ELI-DLM-V15/15	2550 CU.M/HR	E-834694.4	N-843364.2	+30.6mPD
EP7	DC6	ELI	ELI-DLM-V15/15	2550 CU.M/HR	E-834680.8	N-843363.0	+30.6mPD

Control Method	Description
1	WATER SPRAYING
2	3 SIDES ENCLOSED UP TO 3m ABOVE THE UPLOADING POINT
3	3 SIDES AND TOP ENCLOSURE
4	CURTAIN AT OPENING SIDES



3 AIR QUALITY

3.1 Environmental Legislation and Standards

3.1.1 The following documents are referred to:

- The *Air Pollution Control Ordinance* (APCO) (Cap. 311) including the current Air Quality Objectives (AQOs) enforced since 1 January 2014.
- The *Air Pollution Control (Construction Dust) Regulation* enacted under Section 43 of the APCO.
- The *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation.*
- Chapter 9 Environment of *Hong Kong Planning Standards and Guidelines* (HKPSG).
- *A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process – Cement Works (Concrete Batching Plant) BPM 3/2(16)*" (the BMP).

APCO

3.1.2 The APCO provides statutory control of air pollutants from a variety of stationary and mobile sources. The prevailing AQOs for seven pollutants, including Sulphur Dioxide ("SO_2"), Respirable Suspended Particulates ("RSP" or "PM_{10}"), Fine Suspended Particulates ("FSP" or "$PM_{2.5}$"), Nitrogen Dioxide ("NO_2"), Ozone ("O_3"), Carbon Monoxide ("CO") and Lead ("Pb"), are shown in shown in ***Table 3-1***.

Table 3-1 Hong Kong Air Quality Objectives

POLLUTANT	AVERAGING TIME	PREVAILING AQOs	
		CONCENTRATION LIMIT [i] (µg/m³)	NUMBER OF EXCEEDANCES ALLOWED
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	50	3
Respirable Suspended Particulates (RSP or PM_{10}) [ii]	24-hour	100	9
	Annual	50	N/A
Fine Suspended Particulates (FSP or $PM_{2.5}$) [iii]	24-hour	50	35
	Annual	25	N/A
Nitrogen Dioxide (NO_2)	1-hour	200	18
	Annual	40	N/A
Ozone (O_3)	8-hour	160	9
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
Lead (Pb)	Annual	0.5	N/A

Notes:

1. All measurements of the concentration of gaseous air pollutants, i.e., sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.
2. RSP means suspended particles in air with a nominal aerodynamic diameter of 10µm or less.
3. FSP means suspended particles in air with a nominal aerodynamic diameter of 2.5µm or less.

4. The 8-hour mean of CO concentration is calculated based on Item 9 of Schedule 5 of APCO. The maximum daily 8-hour mean concentration of CO in air is selected by examining 8-hour running averages, calculated from CO hourly data and updated each hour, that is:
   (a) the first calculation period for a day is the period from 5pm on previous day to 1am on that day.
   (b) the last calculation period for a day is the period from 4pm to 12 midnight on that day.

3.1.3 Under Section 14 of the APCP, a licence shall be obtained to operate a Specified Process (SP) of Schedule 1 of APCO. In accordance with Schedule 1 of APCO, a cement works in which the total silo capacity exceeds 50 tonnes and in which cement is handled is classified as a SP.

Air Pollution Control (Construction Dust) Regulation

3.1.4 Enacted under Section 43 of the APCO, the *Air Pollution Control (Construction Dust) Regulation* defines notifiable and regulatory works to ensure effective dust abatement measures have been properly implemented to reduce dust emissions for a number of construction activities.

3.1.5 The Regulation requires that any notifiable work[Ref.#1] shall give advance notice to EPD, and the contractor shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

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

3.1.6 This Regulation requires Non-road Mobile Machinery (NRMM), except those exempted, to comply with the prescribed emission standards. All regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by EPD. Only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.

HKPSG

3.1.7 The AQOs shall be achieved as soon as reasonably practicable and every planning effort should be made to reduce the air pollution emitters in those areas with exceedances of AQOs.

BPM

3.1.8 The BPM recommends a number of control measures. In addition, emission from non-fugitive fixed emission points in the specified and associated processes shall not:

- Exceed the concentration limits set out in ***Table 3-2***.
- Appear to be as dark as or darker than Shade 1 on the Ringelmann Chart when compared in the appropriate manner with the Ringelmann Chart or an approved device.

Table 3-2 Concentration Limit

POLLUTANT	CONCENTRATION LIMIT (mg/m^3)[NOTE 1]
Particulate Matter	10

Note:

1. The air pollutant concentration is expressed at reference conditions of 273K temperature, 101.3 kPa pressure, and without correction for water vapour content. Introduction of dilution air to achieve the emission concentration limit shall not be permitted.

3.2 Identification of Air Pollution Sources

[1]. Notifiable works include site formation, reclamation, demolition of a building, work carried out in any part of a tunnel that is within 100m of any exit to the open air, construction of the foundation of a building, construction of the superstructure of a building and road construction work.

Demolition and Construction Phases

3.2.1 During demolition stage, the structures of the existing CBP most of which are steel structures will be dismantled and most of the current paved area will not be removed. Construction phase will comprise two major phase, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation. Each major phase will include sub-phases. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. Minor excavation for construction of aggregate storage area will be carried out. Therefore, dust arising from the aforementioned construction and demolition works including the minor excavation works will be minimal. During construction stage, no site formation work will be required and it will only involve the erection of steel structures. Since all the structures of the proposed CBP will be precast and the construction will mainly involve assembling works, it is anticipated that potential dust impact generated will be negligible.

Operation Phase

3.2.2 The works and equipment of the proposed CBP for concrete production will be solely driven by the mains electricity supply. Therefore, particulate matters, i.e., Respirable Suspended Particulates ("RSP" or "PM_{10}"), Fine Suspended Particulates ("FSP" or "$PM_{2.5}$"), and Nitrogen Dioxide ("NO_2") will be the major air pollution concerns during the operation of the CBP. Particulate Matters ("PM") including RSP and FSP are the major pollutants that will be generated during the operating activities of the CBP including transferring and handling of dusty materials, fugitive dust emissions from vehicle movements and dust emissions from Dust Collectors ("DCs"), as well as vehicular emissions from open road networks within the 500m Study Area. On the other hand, NO_2 will be emitted from tailpipe emissions during the vehicle travelling within the CBP and also from open road networks within 500m Study Area. The Emission Points ("EPs") listed in ***Table 3-3*** and illustrated on ***Figure 3-1*** will be the major sources of RSP, FSP and NO_2 during the operation of the CBP.

Table 3-3 Summary of Identified RSP,FSP and NO_2 Emission Points

EP	DESCRIPTION	POLLUTANTS
EP1 to EP4, EP6 and EP7	Dust Collectors (DCs)	RSP and FSP
EP5	Aggregate Ground Receiving Hopper	RSP and FSP
EP8 – EP12	Paved Roads	RSP, FSP and NO_2
EP13	Aggregate Storage	RSP and FSP

3.2.3 The proposed product catalogues of the DCs to be adopted in the proposed CBP are shown in ***Appendix A***.

3.3 Emission Control Measures

3.3.1 The major potential emission sources during concrete production rate are fugitive dust emissions generated from loading, unloading, handling, transferring and storing activities. As no diesel generator is needed, there will be no emissions associated with combustion of Ultra-Low Sulphur Diesel ("ULSD"). RSP and FSP are the major air/dust emissions that will arise from the production of concrete.

3.3.2 The mitigation measures implemented at each EP are summarised in ***Table 3-4***, below.

Table 3-4 Summary of Emission Point Sources

EP	DESCRIPTIONS	MITIGATION MEASURES
EP1 to EP4, EP6 and EP7	Dust Collectors (DCs)	• Dust collectors shall be installed at the silos and silos shall be equipped with high level alarms to warn of over filling. Seating of pressure relief valves of all silos shall be checked at least once a week. Dust accumulated shall be properly handled. • During unloading of cement/PFA/GGBS/silica fume from tankers to the relevant silos via the pneumatic system, dust-laden air will be vented to the dust collector, in order to abate the dust emissions and comply with the BPM3/2(16) limit. • 3-side with top shall be enclosed and the front opening side of the Main Tower (EP4) shall be covered with flexible curtain. • The weight hopper shall be fully enclosed.
EP5	Aggregate Ground Receiving Hopper	• The receiving hopper shall be enclosed on top and 3 sides, plastic curtain shall be installed at the front. In no case shall these hoppers be used for material storage. Water spraying device shall be operated during the unloading of aggregate/crushed fines/sand.
EP8 – EP12	Paved Haul Roads	• All haul roads within the Site shall be paved and adequately wetted. • Vehicle cleaning facilities should be provided at the exit of the Site to wash off any dust/mud on the vehicles, including the wheels, prior to leaving the Site.
EP13	Aggregate Storage	• The aggregate stockpile areas with aggregate of sizes of >5mm, 10mm and 20mm will be enclosed on 3-sides with rigid wall sufficiently higher than the top of the stockpile to prevent whipping. Water sprayings shall be provided regularly to suppress dust emissions. • Stockpile areas with aggregates of size ≤5mm should be covered on top, enclosed on 3-sides. Flexible curtain shall be installed in the opening and water sprayings are provided regularly in the stockpile areas and also at the openings to suppress dust emissions.
NA	Conveyor	• The conveyor shall be fully enclosed.

3.4 Identification of Air Sensitive Receivers

3.4.1 A site visit was conducted on 7 November 2019. Based on the site visit and desktop review, the representative Air Sensitive Receivers ("ASRs") located in the vicinity of the Site have been identified. Some of the structures which were vacant/abandoned houses identified during the site visit are not considered as ASRs.

3.4.2 A number of representative ASRs have been identified within the 500m Study Area from the boundary of the Site, which are listed in ***Table 3-5***, below, and their locations are shown on ***Figure 3-2***.

Table 3-5 Representative ASRs

ASR NO.	DESCRIPTIONS	NO OF STOREYS	RECEPTOR HEIGHTS ABOVE GROUND LEVEL (mAG)	DISTANCE FROM THE SITE
ASR 1	Temporary Structure	3	1.5, 4.5 & 7.5	22.1
ASR 2	Temporary Structure	3	1.5, 4.5 & 7.5	21.6
ASR 3	Temporary Structure	3	1.5, 4.5 & 7.5	10.8
ASR 4	Temporary Structure	3	1.5, 4.5 & 7.5	52.6
ASR 5	Temporary Structure	3	1.5, 4.5 & 7.5	41.2
ASR 6	Temporary Structure	3	1.5, 4.5 & 7.5	62.6
ASR 7	Temporary Structure	3	1.5, 4.5 & 7.5	45.4
ASR 8	Temporary Structure	3	1.5, 4.5 & 7.5	42.2
ASR 9	Temporary Structure	3	1.5, 4.5 & 7.5	36.7
ASR 10	Ping Che Kat Tin Children Playground	1	1.5	55.2
ASR 12	Temporary Structure	3	1.5, 4.5 & 7.5	14.8
ASR 13	Temporary Structure	3	1.5, 4.5 & 7.5	24.6
ASR 14	Temporary Structure	3	1.5, 4.5 & 7.5	22.9
ASR 15	Temporary Structure	3	1.5, & 4.5	50.4
ASR 16	Temporary Structure	3	1.5	73.9
ASR 17	Village House, No. 505 Ping Che	1	1.5, 4.5 & 7.5	76.6
ASR 18	Village House 1, unknown	3	1.5, 4.5 & 7.5	51.8
ASR 19	Village House 2, unknown	3	1.5, 4.5 & 7.5	51.3
ASR 20	Village House, Ping Che Kat Tin 40	3	1.5, 4.5 & 7.5	99.8
ASR 21	Village House, Ping Che Kat Tin 32D	3	1.5, 4.5 & 7.5	140.6
ASR 22	Village House, Ping Che Kat Tin 23E	3	1.5, 4.5 & 7.5	185.5
ASR 23	Village House, Ping Che Kat Tin 22B	3	1.5, 4.5 & 7.5	207.0
ASR 24	Wisen Industries Ltd., Ping Che No.	1	1.5	81.2
ASR 25	Village House, Ping Che No. 507	1	1.5	64.7
ASR 26	Storage of Duran (Hong Kong) Ltd.	2	1.5 & 4.5	37.4
ASR 27	Temporary Structure (新文華電焊公	1	1.5	20.8

ASR NO.	DESCRIPTIONS	NO OF STOREYS	RECEPTOR HEIGHTS ABOVE GROUND LEVEL (mAG)	DISTANCE FROM THE SITE
ASR 28	Guadalupe Missioners, No. 508 Ping Che	1	1.5	40.0
ASR 29	Village House, No. 156 Ping Yeung	2	1.5 & 4.5	318.4
ASR 30	Temporary Structure (Storage)	1	1.5	217.0
ASR 31	Village House 4, unknown	2	1.5 & 4.5	201.0
ASR 32	Village House 3, unknown	1	1.5	217.6
ASR 33	Ping Che Children's Playground	1	1.5	309.6
ASR 34	Auto Repair Shop (冠好汽車維修)	1	1.5	291.7

3.5 Air Quality Impact Assessment

Background Air Quality

3.5.1 According to the "*Guidelines on Assessing the 'TOTAL' Air Quality Impacts*" issued by EPD, *Pollutants in the Atmosphere and their Transport over Hong Kong* ("PATH") is a territory-wide air quality model developed by EPD to estimate air pollutants concentration over the whole Pearl River Delta region including Hong Kong. The latest version of the PATH model is PATH-2016.

3.5.2 The data in year 2022 have been extracted from PATH V2.1 in Grids (38, 56), (38, 57), (39, 56) and (39, 57), which are adopted as the background pollutant concentrations for this EA study.

Assumptions Using PATH V2.1 data

3.5.3 With reference to Section 2.8 of "*Guidelines on Choice of Models and Model Parameters*" [Ref. 2] published by EPD in July 2021 suggests the adjustment of daily RSP and FSP for PATH V2.1 data are as follows:

- 10th highest daily RSP concentration: add 11µg/m^3
- Annual RSP concentration: add 10.3µg/m^3
- 19th and 36th highest daily FSP concentration: Nil
- Annual FSP concentration: add 3.5µg/m^3

3.5.4 PATH V2.1 data of background concentrations of pollutants was released by EPD in July 2021, while the prevailing AQOs have been effective since 1 January 2022. The background concentrations of RSP and FSP in 2022 are summarised in ***Table 3-6*** below.

Table 3-6 Background Concentrations of RSP and RSP in 2022 from PATH V2.1

Pollutant	Averaging Time	AQO (µg/m^3)	Data	Background Concentrations (µg/m^3) from PATH V2.1 Grids				Past Background
				(38, 56)	(38, 57)	(39, 56)	(39, 57)	
RSP	24-hour	100 (9)	Maximum	104.5	103.6	97.6	98.2	81
			10th Maximum	71.1	70.8	68.6	69.8	58
			No. Exceedance	1	1	0	0	0
	Annual	50	Average	29.3	29.6	28	28.5	24

2 Guidelines on Choice of Models and Model Parameters, https://www.epd.gov.hk/epd/english/environmentinhk/air/guide_ref/guide_aqa_model_g1.html

Pollutant	Averaging Time	AQO (µg/m³)	Data	Background Concentrations (µg/m³) from PATH V2.1 Grids				Past Background
				(38, 56)	(38, 57)	(39, 56)	(39, 57)	
FSP	24-hour	50 (35)	Maximum	86.4	85.3	80.2	80.6	66
			10th Maximum	N/A	N/A	N/A	N/A	38
			No. Exceedance	N/A	N/A	N/A	N/A	0
			19th Maximum	41.8	41.6	39.4	40.3	N/A
			No. Exceedance	N/A	N/A	N/A	N/A	N/A
			36th Maximum	27.5	28	25.6	26	N/A
			No. Exceedance	11	11	11	11	N/A
	Annual	25	Average	17.2	17.3	15.9	16.4	15
NO_2	1-hour	200 (18)	Maximum	158.7	156.5	154.3	150.1	167
			19th Maximum	116.0	115.3	102.9	96.0	106
			No. Exceedance	0	0	0	0	0
	Annual	40	Average	13.6	13.6	11.5	12.0	30

Note:

* The data of past background at Tai Po AQMS were extracted from *Air Quality In Hong Kong 2020, EPD (2021), since there is insufficient data at the nearest AQMS which is North AQMS.*

3.6 Assessment Methodology for Cumulative Impact Assessment

3.6.1 In accordance with EPD's "*Guidelines on Assessing the "'Total' Air Quality Impacts*" published in July 2021, the total air quality impacts comprise contributions from three tiers of emission sources, which include the followings:

- Tier 1 – Primary contributions which include emission sources induced by the project.
- Tier 2 – Secondary contributions which include pollutant-emitting activities in the immediate neighbourhood.
- Tier 3 – Background contributions which include pollution not accounted for by the previous two tiers.

3.6.2 Based on the above definitions, the following emissions sources have been identified as the three tiers of emission sources, which were summed up as the cumulative air quality impacts in this study.

Emissions from the Operation of the Proposed CBP (Tier 1 Emissions)

3.6.3 Emissions generated from the operation phases of the proposed CBP are the emission sources induced by the project. Hence, emission points from the CBP are identified and these EPs are considered as the Tier 1 emission and were assessed using the air dispersion model AERMOD.

Emission from the Immediate Neighbourhood (Tier 2 Emission)

3.6.4 Tier two emissions are those emissions arising from the operation of the proposed development (i.e. CBP) as well as those generated by other concurrent projects including operations of industrial plant governed under SP Licences or other chimney emissions identified within 500m Study Area. Air dispersion model AERMOD is adopted for simulating the impacts from these types of emissions on the ASRs. With reference to the Regional Office (North) of EPD's record, there is no emission identified within 500m Study Area that is governed under SP Licence. The relevant letter issued by EPD is shown in ***Appendix B***. In accordance with the approved EIA "*North East New Territories New Development Area (EIA-213/2013)*", there is one existing chimney identified within 500m Study Area. The emission from this chimney will be included in

the cumulative air quality impact assessment. The location of the chimney identified is shown in ***Figure 3-3***. The emission details are listed below.

No.	ID	Descriptions	Source Type	Fugitive/ Non-fugitive	X	Y	Ground mPD [Note 1]	Height (mAG)	Exhaust Gas Flowrate (m^3/h)	Exhaust Gas Flowrate (m^3/s)	Diameter (m)	Exit Temperature (K)	Exit Velocity (m/s)	RSP	NO_x
														Emission Rates (g/s)	Emission Rates (g/s)
1	C1	Existing Chimneys	Point	Non-fugitive	834800.0	842780.0	15.4	22	11,945.9	3.31831	0.65	373	10	0.054530	0.545300

Note
1. With reference to the Appendix 3-7 of the Approved EIA "North East New Territories New Development Areas Planning and Engineering Study – Investigation", no mPD level of the Ch
Therefore, 15.4mPD level as revealed from the basemap of Survey Mapping Office (SMO) of Lands Department is assumed.

3.6.5 Tier two emissions related to the vehicular emissions generated from the off-site traffic, i.e. open roads within 500m study area have been estimated using both the EMFAC-HK Version 4.3 developed by EPD, as well as a line source air dispersion model namely CALINE4 model developed by USEPA. EMFAC-HK Version 4.3 is a tool for estimating the emission factors for roads segment within 500m Study Area, while CALINE4 model could be used for estimating the concentrations of pollutants at ASRs generated from the tailpipe emissions of vehicles travelling along the road networks within 500m Study Area. The assumptions adopted for these two modelling tools are presented in ***Sections 3.7*** and ***3.8*** below. The open road networks within 500m Study Area that will be included in the vehicular emissions is shown in ***Figure 3-4***.

PATH V2.1 Background Concentration (Tier 3 Emissions)

3.6.6 PATH V2.1 data extracted from EPD which are projected background concentrations of different pollutants at particular PATH grids have been adopted as the background concentrations of various pollutants.

Cumulative Impacts

3.6.7 Air quality impacts arising from Tiers One, Two and Three emissions as described in ***Sections 3.6.3*** to ***3.6.5*** are summed up together to obtain the cumulative impacts of pollutants at the ASRs.

3.7 AERMOD and AERMET

3.7.1 A Gaussian dispersion model "AERMOD" has been used to estimate pollutant concentrations at ASRs. The model is originally developed by the United States Environmental Protection Agency (USEPA) and is adopted for evaluating industrial chimney releases (point sources) as well as area and volume sources.

3.7.2 "AERMET" is a meteorological pre-processor developed by USEPA and is used for organising meteorological data into a format suitable for use by AERMOD. Three stages are involved in AERMET for processing the meteorological data; the first stage extracts meteorological data and processes the data with quality assessment checks; the second stage merges all data available for 24-hour periods and stores these data in a single file; and the third stage reads the merged meteorological data and estimates the necessary boundary layer parameters for use by AERMOD.

Meteorological Conditions

3.7.3 The meteorological data modelled by using WRF in grids (38, 56), (38, 57), (39, 56) and (39, 57) at the lowest level were adopted for the air quality modelling assessment and some adjustments had been made based on the following assumptions:

1. The temperatures, wind speeds, wind directions, cloud covers, relative humidity, mean sea level pressure and mixing height extracted from the WRF were converted into format that is suitable for on-site data input in AERMET.

2. Hours 01 to 23 in WRF raw meteorological data were assumed as hours 01 to 23 in the final meteorological data file. Hour 00 of WRF is assumed as Hour 24 of the previous day in final meteorological date file.
3. With reference to King's Park Weather Station data recorded in 2015 provided by Hong Kong Observatory ("HKO"), the minimum mixing height is 131m and the maximum mixing height is 1,941m.
4. The wind speed extracted from raw WRF meteorological data which are less than 1m/s are adjusted to be 1m/s.
5. Cloud cover extracted from raw WRF meteorological data have original values ranges between 0 to 1, which are converted to unit of tenths with reference to the USEPA *AERMET User's Guide*, and the definition of CD144 format as mentioned in the *PCRAMMET User's Guide* to classify the amount of cloud cover measured in tens of percent was adopted, e.g.:
   (1) 0 = clear or less than 10%
   (2) 4 = 40% – 49%
   (3) ''-'' = overcast of 100%
6. Surface roughness was determined based on an inverse-distance weighted geometric mean for a default upwind distance of 1km relative to the measurement site.
7. 7Bowen ratio should be based on a simple unweighted geometric mean (i.e., no direction or distance dependency) for a representative domain, with a default domain defined by a 10km by 10km region centred on the measurement site.
8. Albedo should be based on a simple unweighted arithmetic mean (i.e., no direction or distance dependency) for the same representative domain as defined for Bowen ratio, with a default domain defined by a 10km by 10km region centred on the measurement site.
9. The anemometer height of the meteorological data file was set to be 9m above ground as 9m was the centre of first of 26 vertical levels of WRF data with reference to Section 4.3.1 of *EPD's Final Report of the Territory-wide Air Quality Modelling System Study*.
10. The base elevation of the anemometer adopted in the AERMOD model was assumed to be same as the mPD level of the project site which is approximately 18.2mPD as shown on the survey map provided by the Survey and Mapping Office ("SMO") of the Lands Department.

3.7.4 Surface and upper air levels meteorological data should be required and inputted into AERMET. The lowest level of WRF meteorological data at Grids (38, 56), (38, 57), (39, 56) and (39, 57) were converted to the recognised format and are adopted as the on-site data in AERMET model. The detailed assumptions of the landuse justifications, including the relevant details of sectors divided, calculation of roughness length, bowen ratio and albedo and their corresponding figures are shown in ***Appendix C***.

3.7.5 The output from AERMET consists of two parts; a file with extension ".sfc" is the surface air data; and a file with extension ".pfl" is the upper air data. Data including wind speed, wind direction and temperature in the surface air data from the output file in ".sfc" format were replaced by the original WRF data.

Particle Size Distribution

3.7.6 Particle size distributions are varied for different types of emissions. Therefore, individual particle size distributions for each emission type have been assumed as listed in ***Table 3-7,*** below, in order to better reflect actual emissions conditions.

3.7.7 No particle size distribution was adopted for Dust Collectors (DCs) including EP1 to EP4 and EP6 – EP7 (i.e. DC1 to DC6) due to these emission sources not being fugitive.

Table 3-7 Particle Size Distribution for Different Emission Types

Emission Activity	Particle Size Distribution	Reference	Applied to Emission Sources
Area sources for material loading/ unloading including aggregate storage, and feed hopper	**Mean Particle Size (µm)** / **RSP %age** / **FSP %age** 1.25 / 15% / 100% 3.75 / 42% / 7.5 / 43% / / **100%** / **100%**	Section 13.2.4.3 Aggregate Handling and Storage Piles, AP-42, USEPA.	**EP5**: Aggregate Ground Receiving Hopper EP13 Aggregate Storage
Area sources for truck movements such as Paved Road	**Mean Particle Size (µm)** / **RSP %age** / **FSP %age** 1.25 / 24.2% / 100% 6.25 / 75.8% / / **100%** / **100%**	Table 13.2.1-1 and page 13.2.1-12 of Section 13.2.1.3 of AP-42, USEPA	**EP8 – EP12**: Paved Roads

NOx to NO_2 Conversion

3.7.8 Ozone Limiting Method (OLM) was adopted for conversion of NO_X to NO_2 concentrations from the vehicular tailpipe emissions. According to EPD's Guidelines on Choice of Models and Model Parameters, a conservative 28% of tailpipe NO_X can be assumed to be NO_2 (on a mixing ratio basis) for all vehicle types. With the use of the OLM, NO_2 concentration will be estimated using the following equation:

$$[NO_2]_{pred} = 0.28 \times [NO_X]_{pred\ (CALINE4)} + \text{Minimum}\ \{0.72 \times [NO_X]_{pred(CALINE4)},\ \text{OR}\ (46/48) \times [O_3]_{bkgd}\}$$

where

$[NO_X]_{pred\ (CALINE4)}$ = the predicted NO_2 concentration obtained from CALINE4

$[NO_2]_{pred}$ = the predicted NO_X concentration

3.8 Air Modelling for Vehicular Emissions – EMFAC HK Version 4.3 and CALINE4

3.8.1 Vehicular emissions generated from tailpipe emissions from vehicles are modelled for open roads within the 500m Study Area surrounding the Site, as shown on ***Figure 3-3***. Since RSP, FSP and NO_2 are the dominant pollutants arising from vehicular emissions, these pollutants have been assessed in the vehicular emission assessment.

EMFAC HK Version 4.3

3.8.2 The latest EMFAC HK Version 4.3 developed by EPD was adopted to estimate the emission factors for pollutants RSP and FSP. The modelling mode namely EMFAC mode has been adopted in this study, which generates emission factors in terms of grams of pollutant emitted per vehicle activity (i.e. in gram/vehicle/mile). The EMFAC mode calculates a matrix of emission factors at specific values of temperature, Relative Humidity ("RH") and vehicle speed for each vehicle class/technology combination. 1-year hourly temperature and RH in 2020 purchased from HKO at Ta Kwu Ling Weather Station were adopted for input. Therefore, the minimum temperature and RH in 2020 for hour 1 to hour 24 throughout the whole year were adopted for estimating

the worst-case scenario of EMFAC HK emission factors. The types of emission processes evaluated in EMFAC-HK V4.3 mainly include emissions from running exhaust and start exhaust. Start emissions were applied for all vehicle types on Local Distributor ("LD") and on-site paved roads within the CBP. No cold start emissions were assumed for road types of Primary Distributor ("PD"), Urban Truck Road ("UT"), District Distributor ("DD"), and Expressway ("EX") as the chance of emissions generation from starting engine is low. This assumption is commonly adopted in other approved Environmental Impact Assessment ("EIA") reports. The number of trips for LD and on-site paved roads within the CBP is estimated by scaling the number of trip for vehicle class within the entire HKSAR using the ratio of VKT for DD, LD and on-site paved roads within the study area to VKT for local and rural roads within the entire HKSAR:

Trips for local and rural roads within Study Area

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

3.8.3 As emission factors (in gram/vehicle/mile) generally reduce over time as technology improves and engines become cleaner and/or pollution control device (such as catalytic converters) become more effective.

3.8.4 Calendar year 2023 in the EMFAC HK was adopted as it is the first year of the tentatively commencement year of the CBP operation. As advised by the traffic consultant, traffic flow is predicted to increase over years with a particular growth rate. Hence, the highest traffic flow within 15 years of occupation will generally be considered as the 15th year from the occupation year, i.e. 2038. On the other hand, vehicular emissions will be improved over the years as there are improvements of vehicle engines technology. Therefore, the highest emission factors will be 2023 among the 15 years after the operation of the CBP. In this connection, adopting emission rates from 2023 together with the traffic forecast data in 2038 will be considered the worst-case scenario in terms of air quality impacts, as this will be the highest emission factors and the highest traffic flow. Detailed of traffic data in 2038 adopted and emission factors estimated using EMFAC-HK are shown in ***Appendix E***. Based on the CBP operator's experience, approximately five minutes would be required to fully unload concrete to a concrete lorry mixer. Because all the trucks including aggregate trucks, concrete lorry mixers, etc., for the CBP will use the same access road, site entrance and site exit, it is not practicable for delivering raw materials when the CBP is under full production. Therefore, the predicted number of 12 veh/hour for Fixed Noise Impact Assessment is a reasonable and realistic figure, while the number of 56 veh/hour adopted in the air modelling is the worst-case scenario.

CALINE4

3.8.5 CALINE4 is a line source air dispersion model and is adopted to estimate the vehicle emission impacts based on the emission rates estimated from EMFAC HK. All major open road sources within 500m Study Area are included for the vehicular emissions assessment.

3.8.6 Since there are constraints for the height input of road sources in CALINE4 model, the following assumptions for estimating the height h_1 have been made in order to deal with this limitation:

- The formation level of the site will be about 18.2mPD, which have been assumed as a reference terrain level.
- For the roads within mPD levels lower than or equal to the reference level (i.e. 18.2mPD), their heights have been assumed as 0m.
- For those roads with mPD levels equal to or higher than 28.2mPD (i.e. 18.2mPD + 10m), their heights are assumed as 10m.
- For those roads with mPD level between 18.2mPD and 28.2mPD, its height will be equal to its height minus 18.2mPD. For example, if the road height is 25mPD, its height are input to be 25mPD – 18.2mPD = 6.8m in the model file.

3.8.7 For the road segments with vertical noise barriers, it is assumed that the traffic pollutants generated from the mitigated road sections would be emitted from the top of the noise barrier. Furthermore, the width of the mixing zone would be assumed as the actual width of the roads. On the other hand, for noise barriers with canopies (i.e. cantilever barrier) and semi noise enclosures, it is assumed that the traffic pollutants would shift by a distance equal to the covered extent of the mitigated roads.

3.8.8 From the above assumption made for estimating the h_1, together with the actual height above ground (i.e. h_0) of the road sources, the height input (i.e. h') for road sources in the CALINE4 model is equal to

- $h' = h_0 + h_1$ if $h' <= 10m$
- $h' = 10m$ if $h' > 10$

3.8.9 1-year hourly stability class data is estimated using the PCRAMMET tool developed by USEPA.

3.8.10 With the estimation of hourly stability class data, a completed set one year metrological data extracted from WRF were adopted in the CALINE4 modelling input including the following:

- Temperature
- Wind speed
- Wind direction
- Mixing height
- Stability class
- Surface roughness (Z_0) = 50cm
- Standard deviations for different stability classes: $\sigma \times (Z_0/15cm)^{0.2}$

where Stability Class A (σ_A) = 22.5°

Stability Class B (σ_B) = 22.5°

Stability Class C (σ_C) = 17.5°

Stability Class D (σ_D) = 12.5°

Stability Class E (σ_E) = 7.5°

Stability Class F (σ_F) = 3.8°

3.8.11 Considering that the site is located in rural area with mainly open workshops, mountainous area and some scattered village houses to its surrounding, hence surface roughness of 50cm for new development is adopted with reference to EPD's Guidelines on Choice of Models and Model Parameters.

3.9 Assessment Results

3.9.1 Under the conservative approach by assuming emission rates of PM, RSP and FSP are equal to the maximum allowed emission concentration of 10mg/m^3 from DCs at EP1 – EP4 and EP6 – EP7 in AERMOD modelling, as well as to adopt the highest emissions factors at 2023 coupled with the highest traffic flow in 2038 in vehicular emissions, the worst-case scenario of cumulative results of different pollutants are estimated. Cumulative pollutant concentrations are estimated by summing the impacts generated by the operation of the proposed CBP estimated by the AERMOD, the impacts from vehicular emissions estimated by CALINE4, and the background concentrations extracted from EPD's PATH-2016 data. The predicted cumulative impacts of the 10th highest daily and annual average RSP, and 36th highest daily and annual average FSP, as well as the 19th highest hourly and annual average NO_2 are shown in ***Table 3-8***, below.

3.9.2 As shown in ***Table 3-8***, the cumulative RSP, FSP and NO_2 concentrations at all representative ASRs are below the corresponding AQO limits.

3.9.3 Contour plots of the 10th highest 24-hour and annual RSP, the 36th highest 24-hour and annual FSP, and the 19th highest 1-hour NO_2 and annual NO_2 at their corresponding worst hit level are shown in ***Figure 3-5*** to ***Figure 3-8***, respectively. As shown in these figures, pollutant concentrations at all representative ASRs and other areas with sensitive uses are in compliance with their AQOs limits and not exceedance are identified.

3.9.4 Therefore, it is anticipated that the operation of the proposed CBP will not cause any unacceptable air quality impacts to its surrounding.

Table 3-8 Cumulative Air Quality Impacts at the Representative ASRs

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³					
				10th HIGHEST 24-HR RSP	ANNUAL RSP	36th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2
				COMPARED WITH CURRENT AQO					
ASR1	Temporary Structure	G/F	1.5	72.4	30.7	25.9	17.1	112.4	15.8
		1/F	4.5	72.4	30.4	25.8	17.0	111.9	15.4
		2/F	7.5	70.2	29.8	25.8	17.0	110.4	14.7
ASR2	Temporary Structure	G/F	1.5	72.5	31.4	26.1	17.3	113.1	15.8
		1/F	4.5	72.4	30.9	25.8	17.2	111.9	15.4
		2/F	7.5	70.3	30.0	25.8	17.1	110.6	14.7
ASR3	Temporary Structure	G/F	1.5	73.0	33.3	26.4	17.9	118.8	16.3
		1/F	4.5	72.4	31.9	25.8	17.5	112.5	15.7
		2/F	7.5	71.0	30.3	25.8	17.1	111.4	14.8
ASR4	Temporary Structure	G/F	1.5	72.2	29.8	25.8	16.7	114.3	14.2
		1/F	4.5	72.2	29.6	25.7	16.7	113.1	14.1
		2/F	7.5	71.9	29.3	25.7	16.7	112.2	13.8
ASR5	Temporary Structure	G/F	1.5	72.2	30.0	26.1	16.8	117.5	14.3
		1/F	4.5	72.2	29.8	26.0	16.7	115.8	14.1
		2/F	7.5	72.1	29.4	25.9	16.7	113.1	13.8
ASR6	Temporary Structure	G/F	1.5	72.1	29.0	25.9	16.5	112.4	13.6
		1/F	4.5	72.1	28.9	25.9	16.5	112.4	13.5
		2/F	7.5	72.0	28.9	25.9	16.5	112.4	13.4
ASR7	Temporary Structure	G/F	1.5	71.4	28.9	26.0	16.5	111.5	13.8
		1/F	4.5	71.3	28.9	25.9	16.5	110.6	13.8
		2/F	7.5	70.9	28.9	25.9	16.5	109.7	13.6
ASR8	Temporary Structure	G/F	1.5	69.9	28.8	25.9	16.4	112.7	14.2
		1/F	4.5	69.9	28.8	25.9	16.5	111.5	14.1
		2/F	7.5	70.1	28.8	26.0	16.5	109.8	13.8
ASR9	Temporary Structure	G/F	1.5	69.8	28.9	26.0	16.5	113.1	15.2
		1/F	4.5	69.8	28.8	26.0	16.5	111.5	14.2
		2/F	7.5	69.9	28.8	26.0	16.5	111.5	13.8

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³					
				10th HIGHEST 24-HR RSP	ANNUAL RSP	36th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2
				COMPARED WITH CURRENT AQO					
ASR10	Ping Che Kat Tin Children Playground	G/F	1.5	69.3	28.7	25.8	16.4	111.5	15.2
ASR11	Temporary Structure	G/F	1.5	70.4	29.7	26.5	16.7	112.6	15.7
		1/F	4.5	70.3	29.4	26.1	16.6	111.5	15.0
		2/F	7.5	70.1	29.1	26.0	16.6	108.1	14.2
ASR12	Temporary Structure	G/F	1.5	82.0	36.5	29.6	18.7	132.8	19.8
		1/F	4.5	77.0	33.0	27.1	17.7	111.5	17.1
		2/F	7.5	71.4	30.7	26.6	17.1	108.3	15.3
ASR13	Temporary Structure	G/F	1.5	78.2	34.2	28.9	18.2	108.7	19.2
		1/F	4.5	77.1	32.9	27.6	17.7	106.9	18.1
		2/F	7.5	72.4	31.2	27.3	17.3	106.5	16.6
ASR14	Temporary Structure	G/F	1.5	77.4	36.0	29.9	19.4	122.9	21.7
		1/F	4.5	76.1	35.1	29.5	19.2	111.1	20.2
		2/F	7.5	74.8	34.4	29.8	19.5	109.2	18.0
ASR15	Temporary Structure	G/F	1.5	72.6	31.9	28.3	18.2	113.2	18.2
		1/F	4.5	72.4	31.9	28.5	18.3	112.2	17.3
ASR16	Ping Yeung Public School	G/F	1.5	72.7	29.8	26.5	17.1	105.8	15.9
ASR17	Village House, No. 505 Ping Che	G/F	1.5	70.3	29.4	26.2	16.8	104.4	15.2
		1/F	4.5	69.8	29.5	26.3	16.9	104.2	15.0
		2/F	7.5	69.4	29.6	26.4	17.2	104.0	14.6
ASR18	Village House 1, unknown	G/F	1.5	70.2	29.4	25.8	16.8	111.2	16.2
		1/F	4.5	69.8	29.3	25.8	16.8	111.0	15.4
		2/F	7.5	69.2	29.5	25.7	17.1	106.4	14.5
ASR19	Village House 2, unknown	G/F	1.5	71.1	29.1	25.8	16.6	105.6	15.3
		1/F	4.5	70.6	29.0	25.7	16.6	105.4	14.6
		2/F	7.5	69.6	29.0	25.7	16.7	105.4	14.0
ASR20		G/F	1.5	69.0	28.6	25.7	16.3	107.6	14.9

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³					
				10th HIGHEST 24-HR RSP	ANNUAL RSP	36th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2
				COMPARED WITH CURRENT AQO					
	Village House, Ping Che Kat Tin 40	1/F	4.5	69.0	28.6	25.7	16.3	106.0	14.6
		2/F	7.5	68.9	28.6	25.7	16.3	105.8	14.2
ASR21	Village House, Ping Che Kat Tin 32D	G/F	1.5	68.9	28.6	25.9	16.3	107.8	14.6
		1/F	4.5	68.9	28.6	25.9	16.3	107.4	14.5
		2/F	7.5	68.9	28.5	25.9	16.3	106.4	14.3
ASR22	Village House, Ping Che Kat Tin 23E	G/F	1.5	69.4	28.5	25.7	16.3	109.6	15.1
		1/F	4.5	69.4	28.5	25.7	16.2	109.0	15.0
		2/F	7.5	69.2	28.5	25.9	16.3	108.1	14.7
ASR23	Village House, Ping Che Kat Tin 22B	G/F	1.5	71.9	29.0	25.9	16.5	111.5	16.6
		1/F	4.5	71.9	29.0	25.9	16.5	111.5	16.2
		2/F	7.5	71.7	29.0	26.1	16.5	109.8	15.5
ASR 24	Wisen Industries Ltd., No. 506 Ping Che	G/F	1.5	69.1	29.1	25.7	16.6	105.8	14.6
ASR 25	Village House, No. 507 Ping Che	G/F	1.5	69.5	29.2	25.8	16.7	109.8	14.9
ASR 26	Storage of Duran (Hong Kong) Ltd.	G/F	1.5	72.4	29.6	25.9	16.9	114.0	19.4
		1/F	4.5	71.6	29.4	25.8	16.7	112.7	15.7
ASR 27	Temporary Structure (新文華電焊公司)	G/F	1.5	72.2	30.0	25.9	16.9	118.8	17.1
ASR 28	Guadalupe Missioners, No. 508 Ping Che	G/F	1.5	74.2	31.0	27.0	17.6	112.0	22.3
ASR 29	Village House, No. 156 Ping Yeung	G/F	1.5	68.8	28.4	25.6	16.2	104.3	16.4
		1/F	4.5	68.7	28.3	25.6	16.2	104.1	14.8
ASR 30	Temporary Structure (Storage)	G/F	1.5	69.0	28.6	26.0	16.4	113.4	17.1
ASR 31	Village House 4, unknown	G/F	1.5	69.6	28.9	25.9	16.6	111.9	16.1
		1/F	4.5	69.7	28.8	25.9	16.5	106.2	14.9

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³					
				10th HIGHEST 24-HR RSP	ANNUAL RSP	36th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2
				COMPARED WITH CURRENT AQO					
ASR 32	Village House 3, unknown	G/F	1.5	72.4	30.5	28.1	18.0	117.9	27.0
ASR 33	Ping Che Children's Playground (坪輋兒童遊樂場)	G/F	1.5	73.5	30.6	28.7	18.2	154.3	N/A
ASR 34	Auto Repair Shop (冠好汽車維修)	G/F	1.5	69.1	28.4	25.7	16.3	115.3	18.8
Maximum Concentration (µg/m³)				**82.0**	**36.5**	**29.9**	**19.5**	**154.3**	**27.0**
Prevailing AQO Criteria (µg/m³)				**100 [9]**	**50**	**50 [35]**	**25**	**200 [19]**	**40**

Notes:

1. On the last row, the numbers in square brackets ("[]") are the maximum numbers of exceedances allowed per year.
2. Each underlined value is the maximum predicted concentration among all ASRs.
3. ASR 10 and ASR 33 are children playground and people will only have transient stay at these areas, therefore only short term NO_2 impact (19th highest hourly impact) will be assessed, while long term NO_2 impact (annual average impact) are considered not applicable.

Mitigation Measures

3.9.5 The following mitigation measures should be provided, implemented and maintained during the operation phase of the CBP:

(a) Cementitious material storage silos shall be equipped with high level alarms to warn of over-filling.

(b) Seating of pressure relief valves of all silos shall be checked at least once a week during the process of filling dusty materials into the silos to ensure no dust-laden air leakage from the pressure relief valves.

(c) A high standard of housekeeping shall be maintained to minimise generation of fugitive emissions. All spillages or deposits of materials shall be cleaned up as soon as possible.

(d) For loading ready-mixed concrete into the mixer drum of mixer trucks, the loading point shall be fitted with a flexible sleeve/chute which is long enough to enter the mixer drum hatch of the mixer trucks. The flexible sleeve/chute should be made of material capable of withstanding continuous exposure to concrete ingredients such as cement slurries and abrasive aggregates.

(e) The raw materials such as crushed rock, sand, stone aggregate shall be adequately wetted prior to and during the loading, unloading and handling operations. Effective manual or automatic water spraying system shall be provided and used at all unloading areas, stock piles and material discharge points.

(f) All receiving hoppers for unloading materials shall be enclosed on three sides up to 3m above the unloading point.

(g) Aggregates with a nominal size less than or equal to 5mm should be stored in totally enclosed structure structures such as storage bin bins and should not be handled in open area. Where there is sufficient buffer area surrounding the concrete batching plant, ground stockpiling may be used. The stockpile shall be enclosed at least on top and three sides and with flexible curtain to cover the entrance side.

(h) Aggregates with a nominal size greater than 5mm should preferably be stored in a totally enclosed structure. If open stockpiling is used, the stockpile shall be enclosed on three sides with the enclosure wall sufficiently higher than the top of the stockpile to prevent wind whipping.

(i) Closure device shall be provided on mixer trucks for preventing spillage of concrete from the concrete discharge outlet of mixer trucks.

(j) Dust accumulated in dust collectors shall be properly handled to prevent generating fugitive dust emissions.

(k) Malfunctioning or breakdown of the process or air pollution control equipment shall be dealt with promptly. Sufficient numbers of spare filter bags shall be kept in stock to allow rapid repair of dust collectors.

(l) All access road and route roads within the Site shall be paved and adequately wetted.

(m) Wheel washing facilities should be provided at the Site exit that:

- All vehicle cleaning activities shall be carried out within the Site boundary. During cleaning, the whole vehicle body shall be located within the Site boundary, and there should be no splashing of wash water to public area outside the Site boundary at all times.
- Effective wheel washing facilities and/or arrangement, such installation of adequate number of pressurised water spray nozzles, should be in place and operated to thoroughly wash down muddy materials from the vehicle body and wheels before vehicles leaving the Site exit. Where necessary, manual hosing by trained labour shall also be supplemented to ensure thorough removal of dust and no muddy water on the vehicle body and wheels.

- Effective vehicle stopping device should be installed at the cleaning area at the exit of the cleaning area inside the Site boundary to ensure sufficient time for cleaning of the vehicles.
- A slurry water handling system should be provided and operated effectively to intercept all wash water from the vehicle cleaning process. There should be a peripheral U-channel or suitable alternative to ensure no discharge or spillage of the wash water beyond the Site boundary and to prevent dust deposit accumulation on the public roads.

(n) There should be no visible run-off of sediment-laden water from the wheel washing facilities to areas outside the Site.

(o) Closure device shall be provided on mixer trucks for preventing spillage of concrete from the concrete discharge outlet of mixer trucks.

3.9.6 The mitigation measures proposed in ***Paragraph 3.9.5*** to be actually implemented for the Project would be subject to the terms and conditions agreed between EPD and the Applicant in the future, which will be governed under by the SP Licence.

3.10 Conclusion

3.10.1 With the implementation of the recommended dust control measures, the cumulative air quality impact results indicated that the operation of the proposed CBP will not pose any unacceptable air quality impacts and will fully comply with the AQOs.

Figure 3-1 Locations of Emission Points

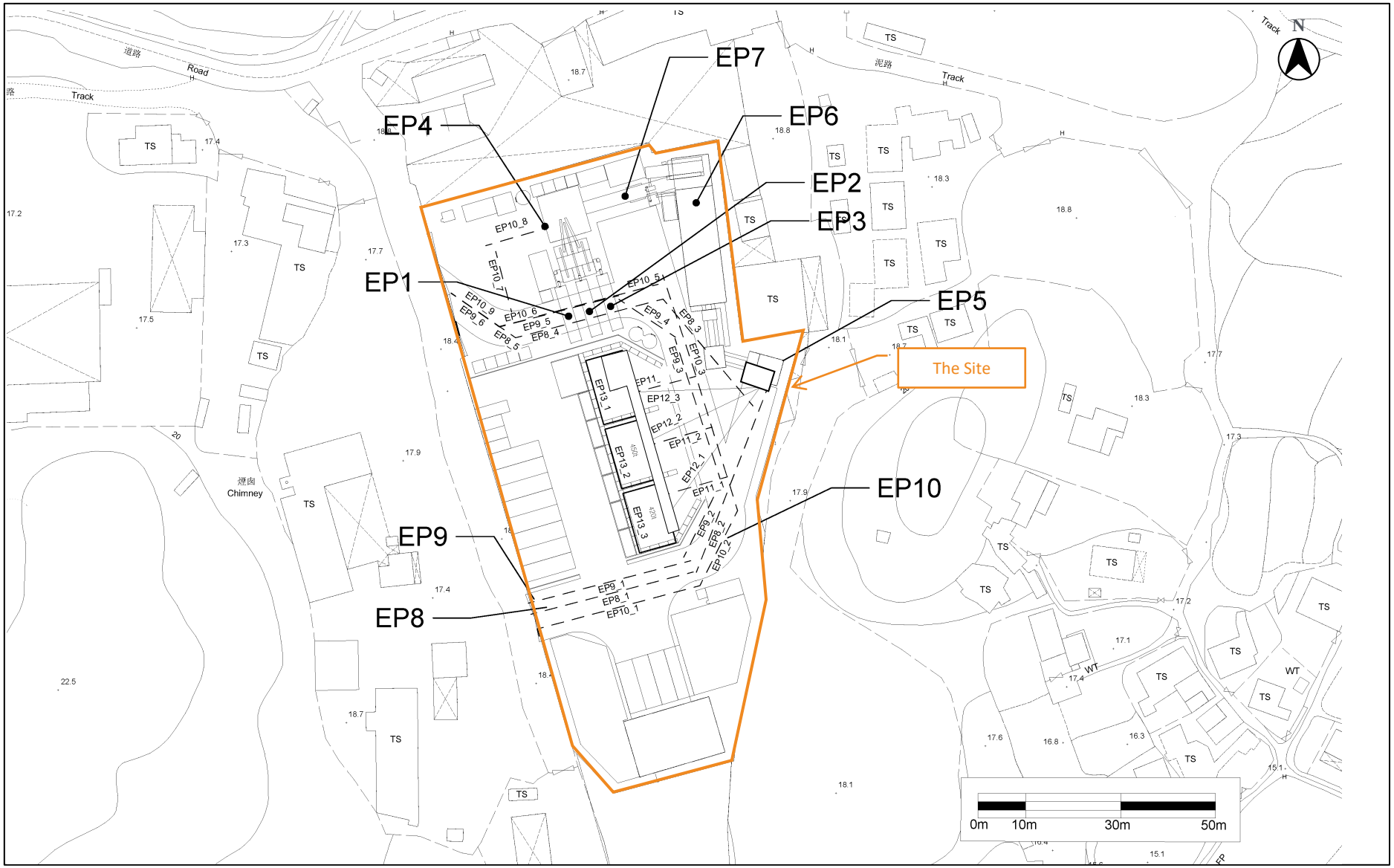


Figure 3-2 Locations of Representative ASRs

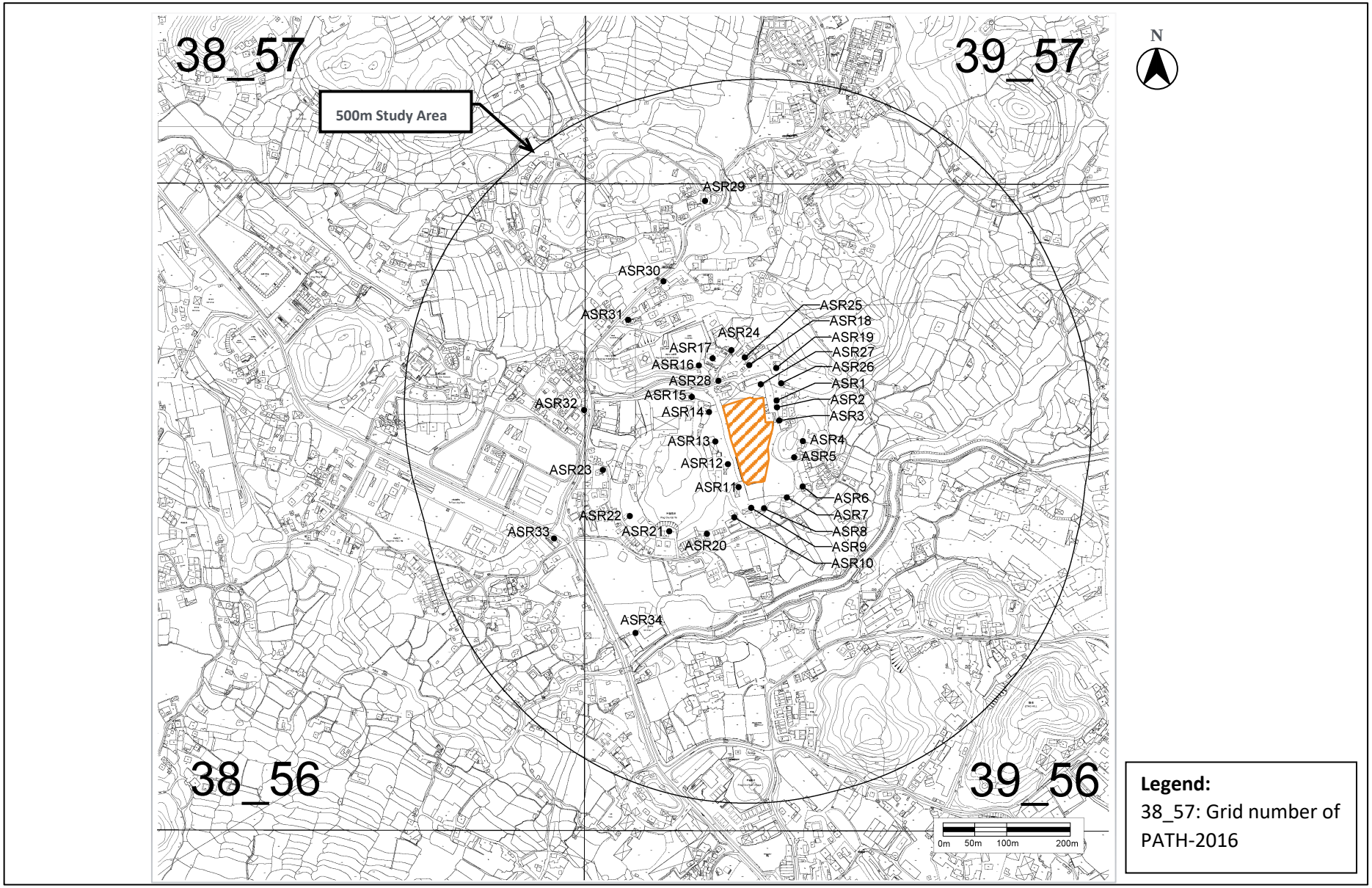


Figure 3-3 Chimney Identified within 500m Study Area

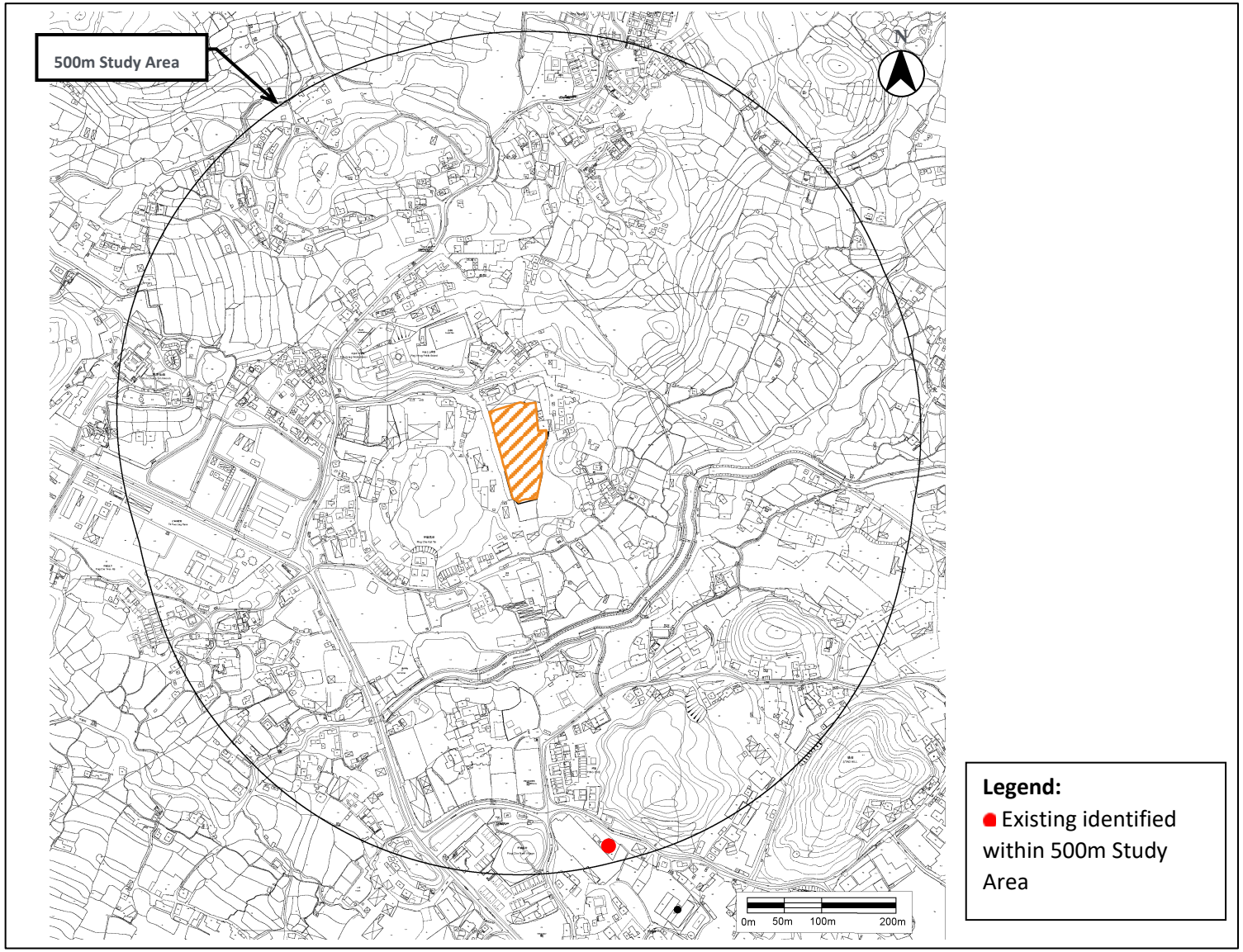
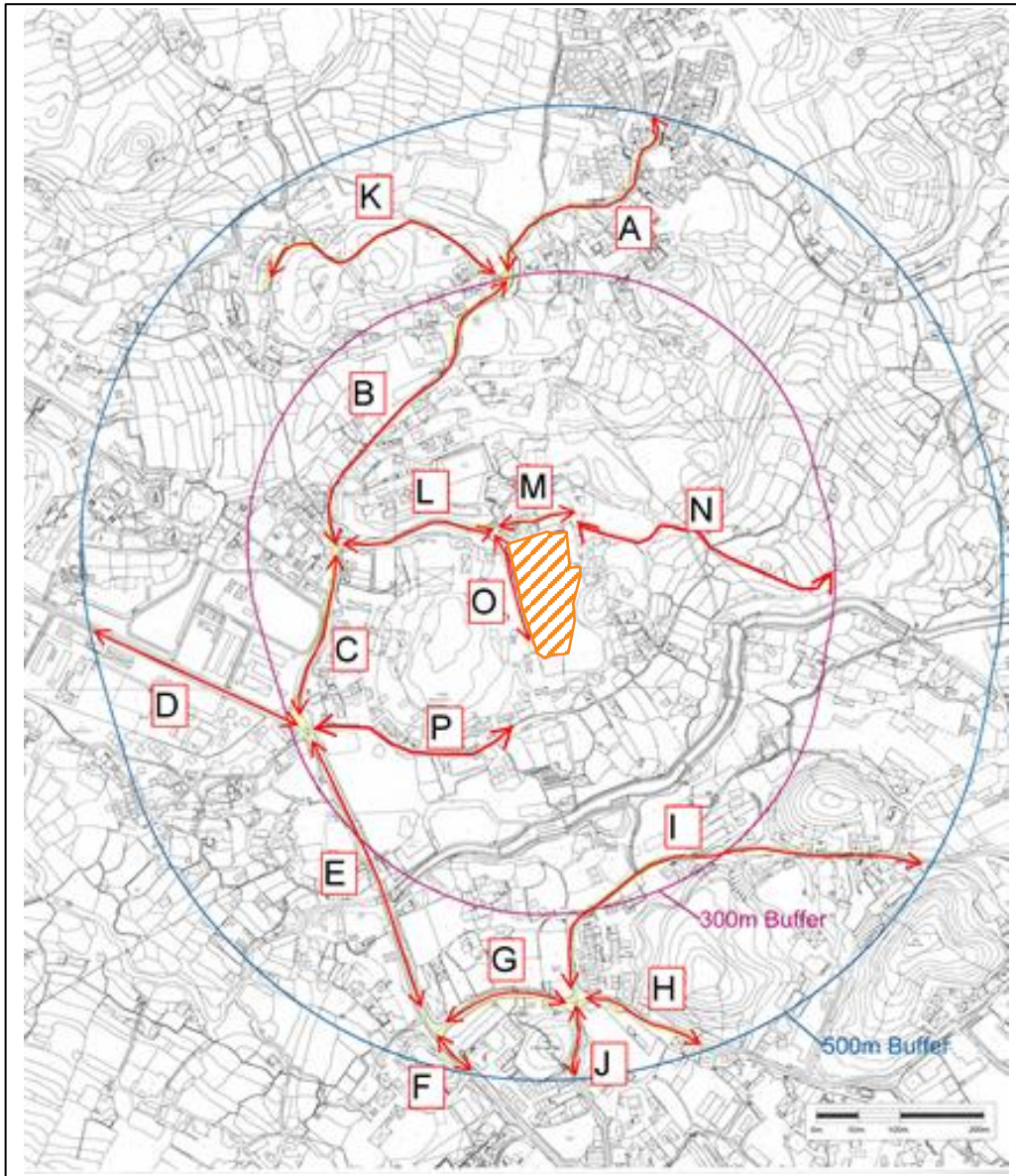


Figure 3-4 Open Road Sources for Vehicular Emissions within 500m Study Area



Road ID	Road Name
A	Ping Yuen Road
B	Ping Yuen Road
C	Ping Yuen Road
D	Ping Che Road
E	Ping Che Road
F	Ping Che Road
G	Ng Chow South Road
H	Ng Chow South Road
I	Ng Chow Road
J	Ng Chow Road
K	Unnamed Road
L	Unnamed Road
M	Unnamed Road
N	Unnamed Road
O	Unnamed Road
P	Unnamed Road

Figure 3-5 Contour Plot of the 10th Highest 24-hour RSP at 1.5mAG

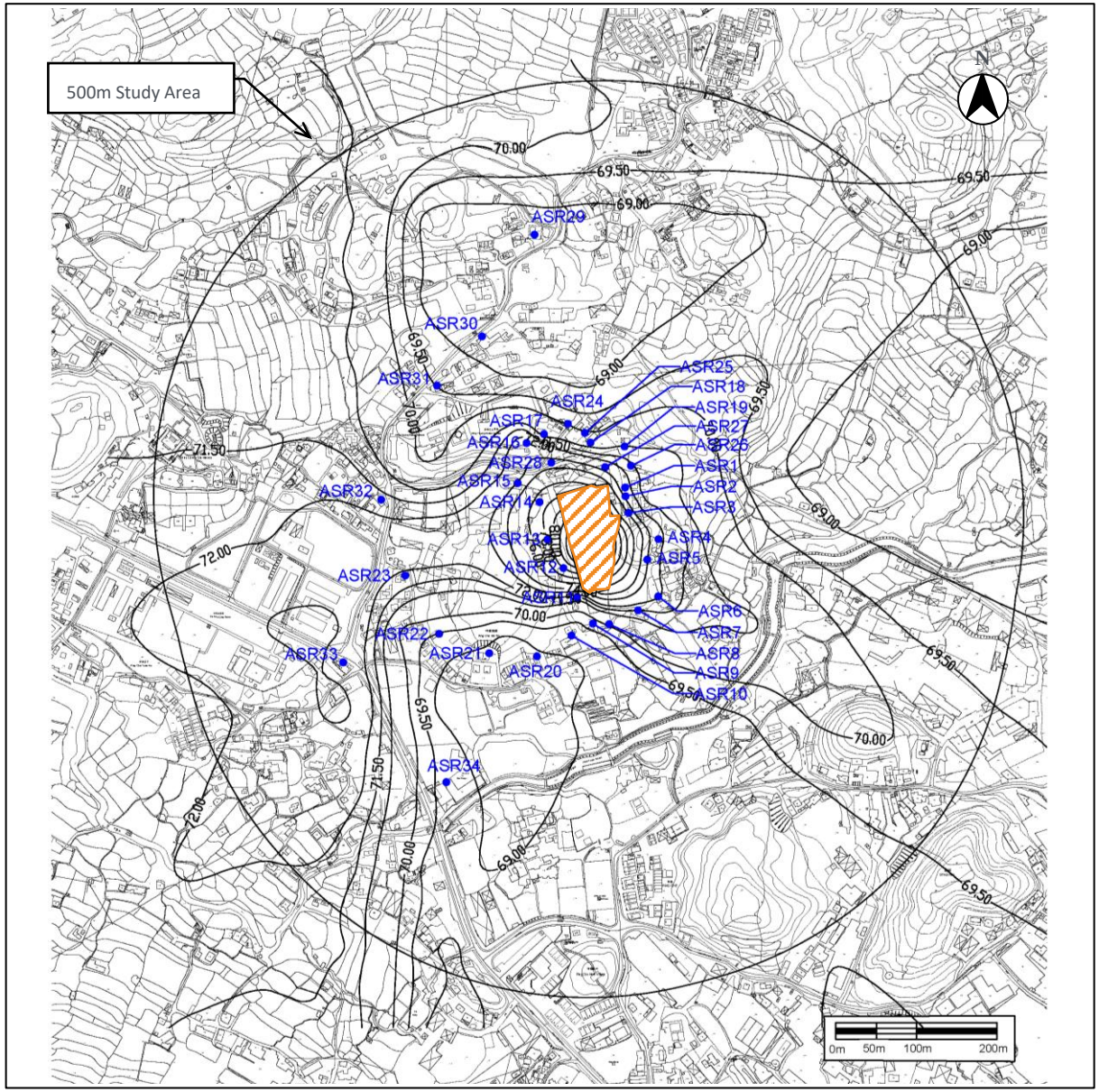


Figure 3-6 Contour of the Annual Average RSP at at1.5mAG.

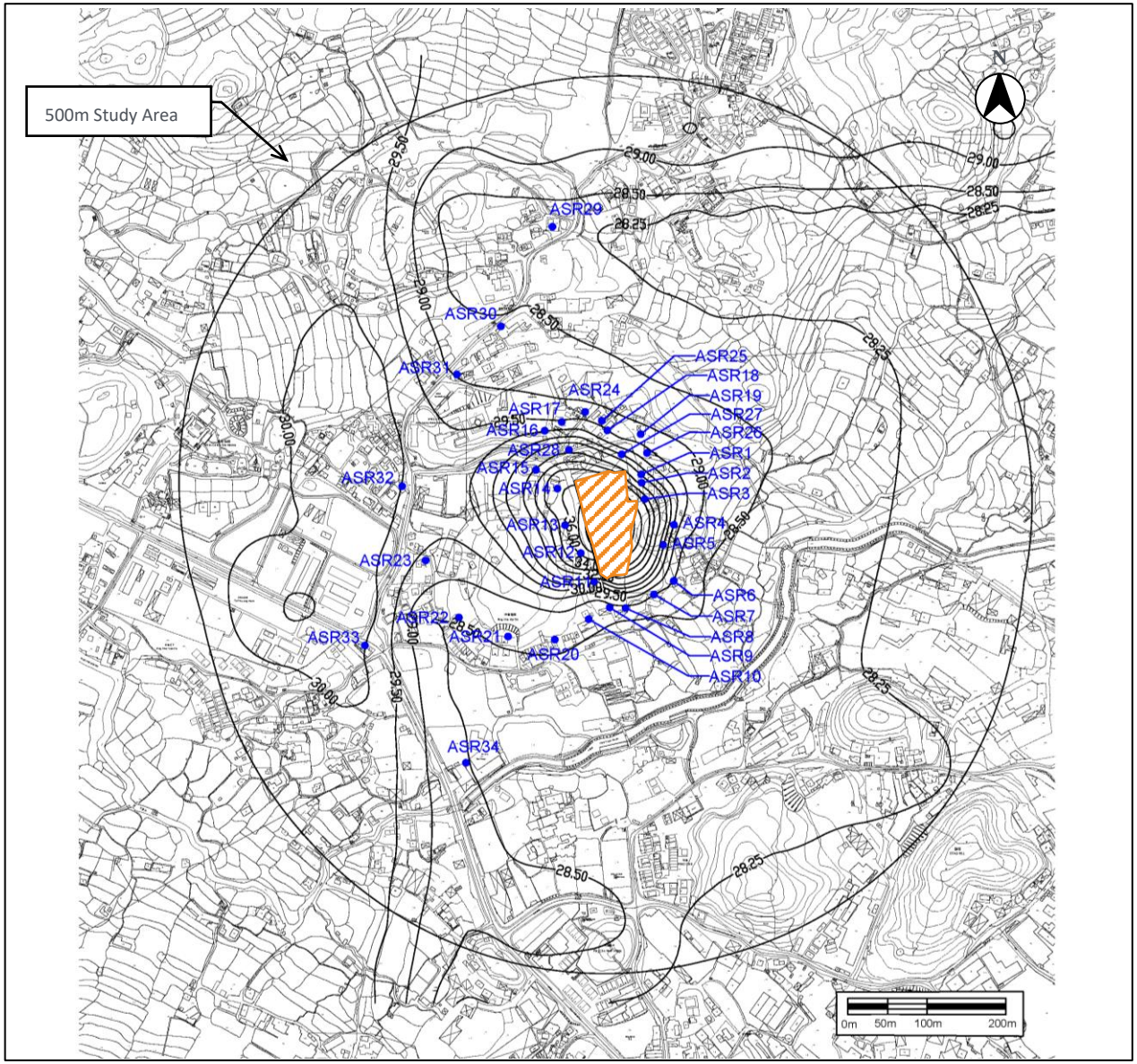


Figure 3-7 Contour Plot of the 36th Highest 24-hour FSP at 1.5mAG

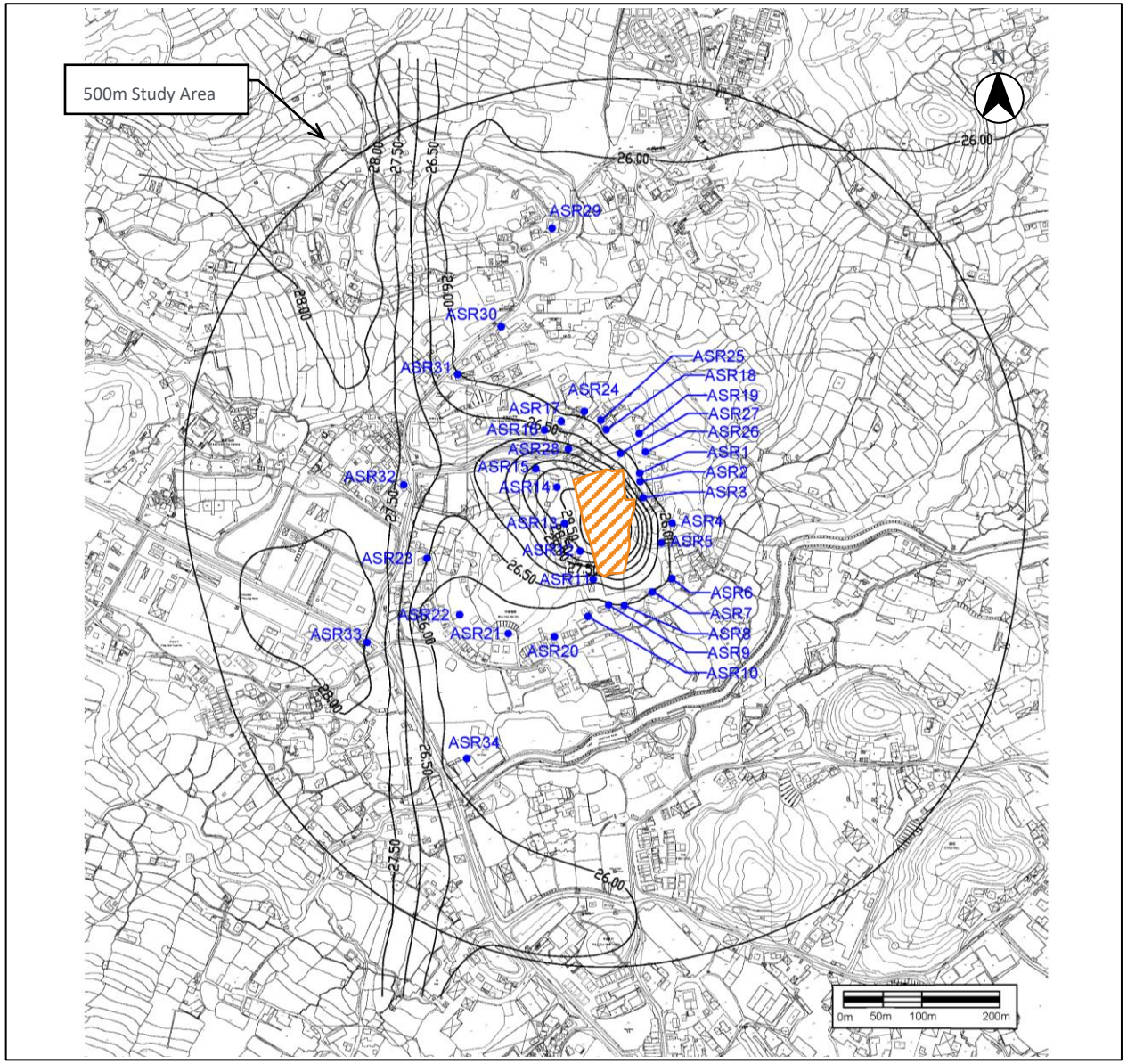


Figure 3-8 Contour of the Annual Average FSP at 7.5mAG

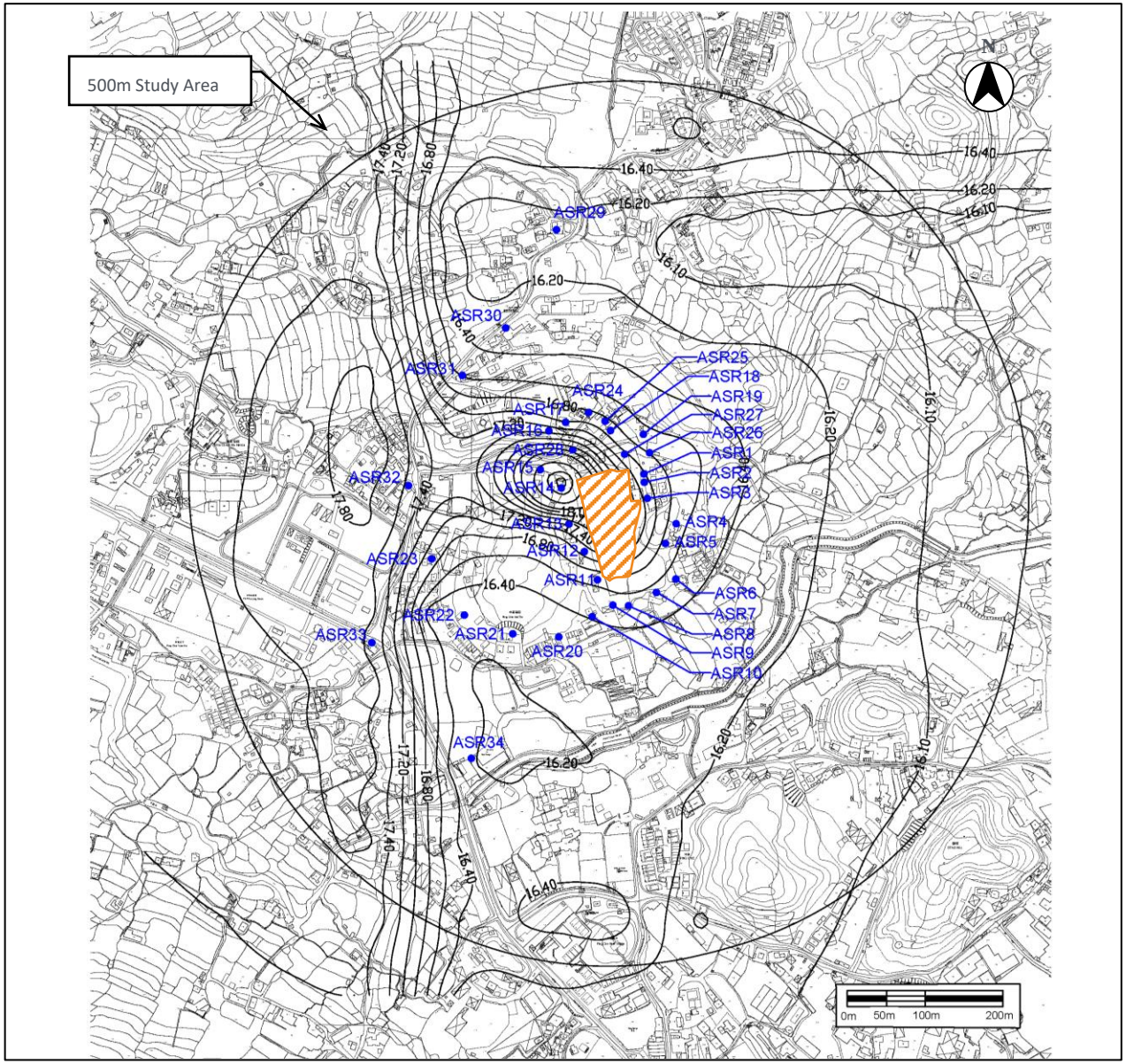


Figure 3-9 Contour Plot of the 19th Highest 1-hour NO_2 at 1.5mAG

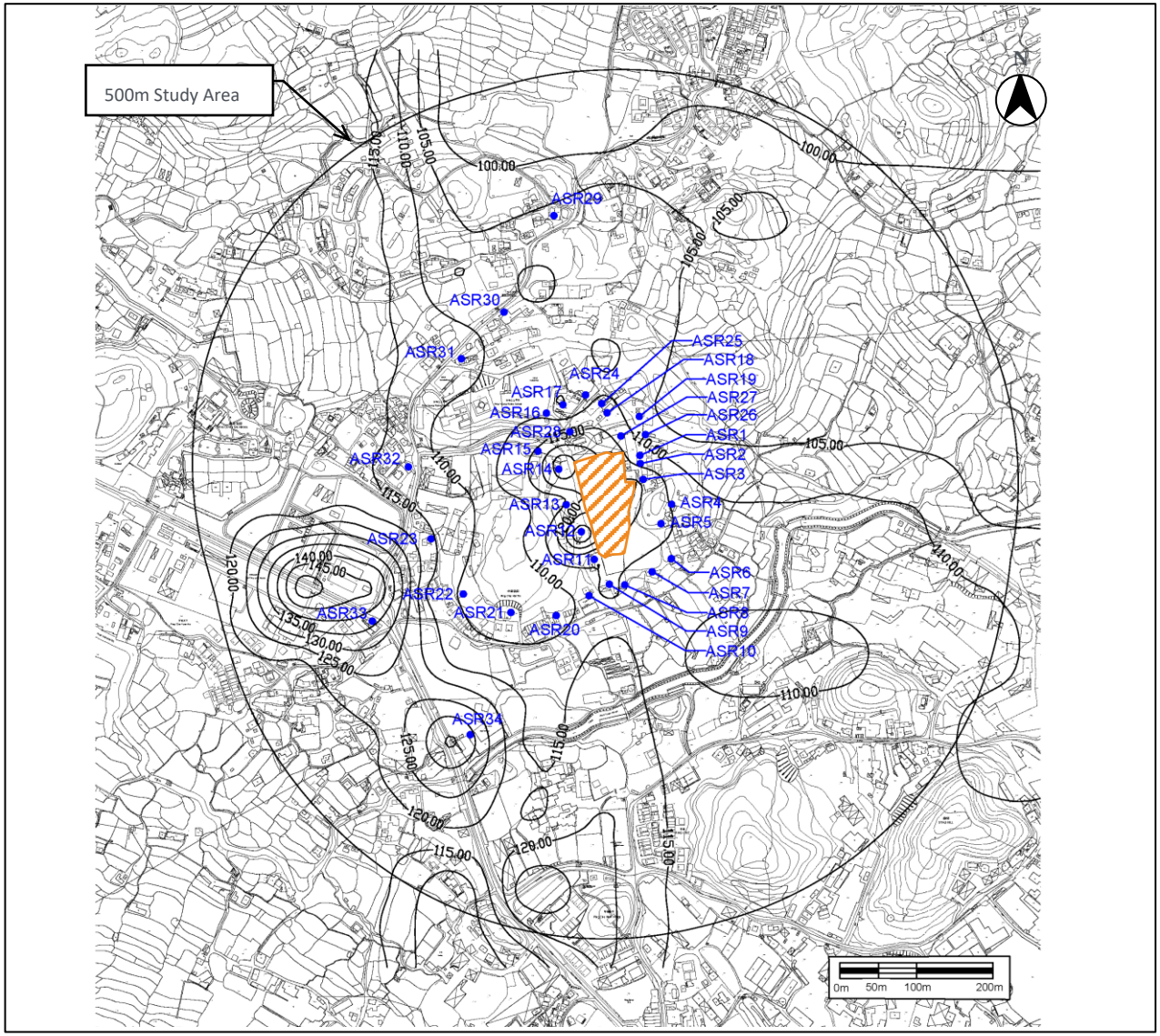
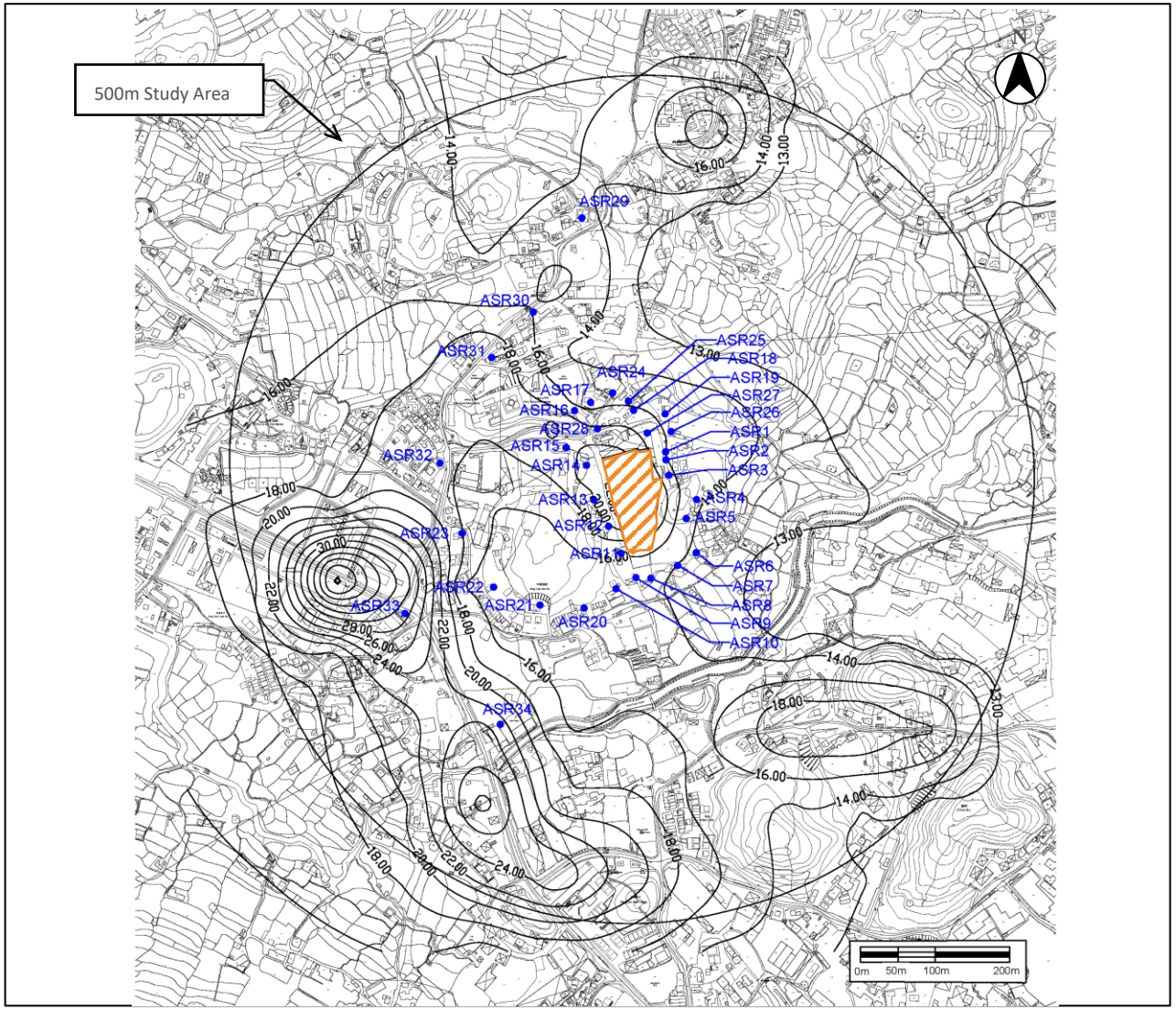


Figure 3-10 Contour Plot of the Annual NO_2 at 1.5mAG



4 NOISE

4.1 Environmental Legislation and Standards

Noise Control Ordinance (Cap. 400)

4.1.1 The main piece of legislation controlling environmental noise nuisance is the *Noise Control Ordinance* ("NCO"). The NCO enables regulations and Technical Memoranda ("TMs") to be made, which introduce detailed control criteria, measurement procedures and other technical matters. The relevant TMs include:

- Technical Memorandum on Noise from Percussive Piling ("PP-TM").
- Technical Memorandum on Noise from Construction Work other than Percussive Piling ("GW-TM").
- Technical Memorandum for the Assessment of Noise from Places other than Domestic premises, Public places or Construction Sites ("IND-TM").

4.1.2 The Site does not fall within a Designated Area ("DA") in accordance with EPD's Plan No. EPD/AN/NT-02 for Tai Po, Fanling, Sheung Shui and Sha Tau Kok. Therefore, the *Technical Memorandum on Noise from Construction Work in Designated Area* ("DA-TM") is not applicable.

4.1.3 In addition, the Contractor shall comply with the following requirements under the NCO:

- Hand-held breakers having a mass of above 10kg and any air compressor capable of supplying compressed air at 500kPa or above must be fitted with a Noise Emission Label issued under the *Noise Control (Hand Held Percussive Breakers) Regulation* and *Noise Control (Air Compressors) Regulation* of NCO.
- Construction Noise Permit ("CNP") must be applied by the Contractor from EPD for any percussive piling at any time or any other construction activities conducted within restricted hours (for all days 1900-0700 of the next days and all times on Public Holidays or Sundays) as defined in NCO.

4.1.4 There is no statutory control for noise arising from construction activities (other than percussive pilling) during normal working hours (07:00 to 19:00 from Monday to Saturday, not including public holidays). Nevertheless, *Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN2/93 Noise from Construction Activities – Non-statutory Controls* (ProPECC PN2/93) recommends a guideline to minimise the potential construction noise impact during normal hours, the $L_{eq(30min)}$ should not exceed 75dB(A) at dwelling; 70dB(A) at School except examination periods, at which the noise level should not over 65dB(A).

4.1.5 Fixed noise during the site operation is governed under IND-TM. Table 2 of IND-TM stipulated the day, evening and night time Acceptable Noise Levels ("ANLs") for Noise Sensitive Receiver ("NSR") according to its corresponding Area Sensitivity Rating ("ASR"), which is determined by Influencing Factors ("IFs") in accordance with the IND-TM as summarised in ***Table 4-1***.

Table 4-1 Acceptable Noise Levels of Fixed Noise Sources

TIME PERIOD	ANL, dB(A)		
	ASR "A"	ASR "B"	ASR "C"
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

Hong Kong Planning Standards & Guidelines (HKPSG)

4.1.6 As recommended in Table 4.1 of Chapter 9 Environment of HKPSG, the standards of road traffic noise in terms of $L_{10(1\text{-}hr)}$ for the following uses relying on opened windows for ventilation are:

- All domestic premises including temporary housing accommodation (residential): 70 dB(A).
- Hotels and hostels: 70 dB(A).
- Offices: 70 dB(A).
- Educational institutions including kindergartens, child care centres and all others where unaided voice communication is required (school): 65 dB(A).
- Places of public worship and courts of law: 65 dB(A).
- Hospitals, clinics, convalescence homes and residential care homes for the elderly: 55 dB(A).

4.1.7 HKPSG recommend the following noise criteria for planned fixed noise sources:

- 5 dB(A) below the appropriate ANLs of IND-TM; or
- Lower than the prevailing background noise levels if the background is 5 dB(A) lower than the ANLs.

4.2 Identification of NSRs

4.2.1 For the construction and demolition noise, the first layer NSRs within 300m from the boundary of the Site were identified. All identified NSRs were existing NSRs and no planned NSR was identified within the assessment area. The locations and sensitive uses of these NSRs are shown on ***Figure 4-1*** and summarised in ***Table 4-2***. The photographic record of NSR is provided in ***Appendix G***.

Table 4-2 Representative NSRs for Construction and Demolition Activities

NSR ID	Description	Approx. Distance to Site Boundary (m)	No. of Storeys
CN1	Village House 1	63	2
CN2	Village House 2	51	3
CN3	Village House No. 507 Ping Che	52	3
CN4	Village House No.505, Ping Che	77	3
CN5	Guadalupe Missioners No.508, Ping Che	40	1
CN6	Village House 3	50	2
CN7	Village House No.42, Ping Che	79	3

4.2.2 For the on-site operation noise (i.e. industrial noise), first layer Noise Sensitive Receivers (NSRs) within 300m from the boundary of the Site were identified. The NSR identified nearest to the Site is the Guadalupe Missioners, which is about 40m to the north of the Site. Other identified NSRs (i.e. surrounding village houses) are located between 50m to 125m from the Site. NSR located within industrial zone or within 100m from the industrial zone is considered as ASR "C" whereas NSR located between 100m and 250m is considered as ASR "B". The locations of these NSRs are shown on ***Figure 4-2*** and summarised in ***Table 4-3***. The photographic record of NSR is provided in ***Appendix G***.

Table 4-3 Representative Noise Sensitive Receivers for Fixed Noise

NSR ID	Description	Approx. Distance to Site Boundary (m)	No. of Storeys	ASR
IN1	Village House	63	2	C
IN2	Village House	51	3	C
IN3	Village House No.507 Ping Che	52	3	C
IN4	Village House No.505, Ping Che	77	3	C
IN5	Guadalupe Missioners No.508, Ping Che	40	1	C
IN6	Village House	50	2	C
IN7	Village House No.42, Ping Che	79	3	C
IN8	Village House No.171, Ping Che	125	3	B

4.2.3 The ASR and ANLs adopted in this EA report are used for assessment purpose only, they should not bind the Noise Control Authority's decision in determining the noise criteria based on the legislation and practices being in force, and contemporary conditions/ situations of adjoining land uses.

4.3 Prevailing Background Noise

4.3.1 The most preferable locations for the background noise measurement are the sensitive facades of the representative NSRs. Thus, villagers of the NSRs were approached to request permission for conducting background noise measurements at their premises or nearby location. However, the requests were verbally refused, the original proposed background noise measurement location are shown on ***Figure 4-3***.

4.3.2 Therefore, alternative locations BG1, BG2 and BG3 were selected to conduct the background noise measurement as shown on ***Figure 4-3***. BG1 located outside the fences of Doran Hong Kong Limited and was near NSR IN2. It was selected to represent the background noise level of NSRs IN1 and IN2, as the major noise source affecting the both NSRs is due to the unnamed haul road, thus, the background noise environment was considered to be similar. BG2 located outside the fences of NSR IN6 represent the background noise of NSRs IN3, IN4, IN5 and IN6, their background noise level was dominated by the unnamed road and two unnamed private roads. BG3 located inside the Ping Che Kat Tin Children's Playground, representing the background noise of NSRs IN7 and IN8. The background noise of IN7 and IN8 mainly due to the unnamed access road, as such the noise level is considered to be comparable.

4.3.3 The prevailing background noise measurement was conducted from 09:30 to 10:30 for day time and 19:00 to 20:00 for evening time on a normal weekday, at 1.2m above the ground with free-field condition.

4.3.4 Since the locations of background noise measurement are located in or within 100m from the industrial zone, the noise level highly depends on the nearby industrial activities which is varying within the day due to the business nature and orders. Usually, more frequent industrial activities happen in the day time than in the evening time. It may overestimate the noise generated from the industrial activities when using one set of $L_{eq(30min)}$ as it might be affected by extraneous noise from transient event due to industrial activities. As such, a set of $L_{90(1hour)}$ has been adopted as prevailing background noise level.

4.3.5 The results of background noise measurement are summarised in ***Table 4-4***. The photographic record and measurement data of background noise measurement was provided in ***Appendix F***.

Table 4-4 Summary of Background Noise Measurement

ID	REPRESENTATIVE NSRs	MEASUREMENT LOCATION	BACKGROUND NOISE LEVEL ($L_{90, 1\text{-}hr}$), dB(A)	
			DAY (0700-1900)	EVENING (1900-2300)
BG1	IN1, IN2	Outside Doran Hong Kong Limited	63	57
BG2	IN3, IN4, IN5, IN6	Outside IN6	61	56
BG3	IN7, IN8	Ping Che Kat Tin Children's Playground	50	48

Note: The background noise level was measured at free-field condition. Thus, a façade correction of +3 dB(A) was applied.

4.4 Noise criteria

Construction and Demolition Noise

4.4.1 All identified noise sensitive receivers for construction and demolition activities (CN1/ DN1 to CN7/ DN7) are classified as dwelling, according to (ProPECC PN2/93) which mentioned ***paragraph 4.1.4***, the noise criteria $L_{eq(30min)}$ at dwelling is 75dB(A).

Industrial Noise

4.4.2 As discuss in ***paragraph 4.2.2***, the class of ASR was determined according to the distance of NSRs from the industrial zone. The noise criteria for the planned fixed noise source were determined with reference to the prevailing background noise levels in ***Table 4-4*** and illustrated in ***Table 4-5***.

Table 4-5 Summary of Background Noise Measurement

NSR	ASR	REPRESENTATIVE BACKGROUND NOISE ID	TIME PERIOD	BACKGROUND NOISE LEVEL $L_{90(1hour)}$, dB(A)	ANL-5, dB(A)	NOISE CRITERIA, dB(A)
IN1	C	BG1	Day	63	65	63
			Evening	57	65	57
IN2	C	BG1	Day	63	65	63
			Evening	57	65	57
IN3	C	BG2	Day	61	65	61
			Evening	56	65	56
IN4	C	BG2	Day	61	65	61
			Evening	56	65	56

NSR	ASR	REPRESENTATIVE BACKGROUND NOISE ID	TIME PERIOD	BACKGROUND NOISE LEVEL $L_{90(1hour)}$, dB(A)	ANL-5, dB(A)	NOISE CRITERIA, dB(A)
IN5	C	BG2	Day	61	65	61
			Evening	56	65	56
IN6	C	BG2	Day	61	65	61
			Evening	56	65	56
IN7	C	BG3	Day	50	65	50
			Evening	48	65	48
IN8	B	BG3	Day	50	60	50
			Evening	48	60	48

Note: The background noise level was measured at free-field condition, thus, a façade correction of +3 dB(A) was applied.

4.5 Potential Noise Impacts

Construction and Demolition Phase

4.5.1 Sources of noise during construction and demolition will be arising from various construction and demolition activities, particularly with the use of Powered Mechanical Equipment (PME). The detailed list of equipment expected to be used and their expected utilization rate are shown as follows.

Table 4-6 Summary of Expected PME used and Its Utilization Rate

PME	Expected Utilization Rate (% of time)
Demolition Phase	
Cutter, circular, steel (electric)	50
Crane, mobile/barge mounted (diesel) [Note]	50
Breaker, excavator mounted (hydraulic)	50
Breaker, hand-held, mass > 10kg and < 20kg	50
Generator, silenced, 75 dB(A)	100
Construction Phase (Foundation Works)	
Generator, silenced, 75 dB(A) at 7 m	100
Air compressor, air flow > 10m^3/min and <= 30m^3/min	100
Concrete lorry mixer	50

PME	Expected Utilization Rate (% of time)
Crane, mobile/barge mounted (diesel)	50
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	50
Drill, percussive, hand-held (electric)	100
Cutter, circular, steel (electric)	100
Excavator/loader, wheeled/tracked	50
Construction Phase (Superstructure Works)	
Generator, silenced, 75 dB(A) at 7 m	100
Air compressor, air flow > 10m3/min and <= 30m3/min	100
Concrete lorry mixer	50
Crane, mobile/barge mounted (diesel)	50
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	50
Drill, percussive, hand-held (electric)	100
Cutter, circular, steel (electric)	100

Note: QPME (Crane, mobile) produced by the brand of Liebherr (model LTM 1100-4.2) will be adopted in the demolition phase, in order to reduce the SWL of the plant to 105dB(A).
Different phase of construction activities listed will not be carried out concurrently.

4.5.2 The utilization rate of proposed PME to be used during construction and demolition are advised by the Applicant based on their experience on constructing and demolition of a CBP.

4.5.3 In addition, the construction and demolition works will be carried out during non-restricted hours, i.e. daytime between 07:00 and 19:00 of any day not being Sunday or general holiday. As such, construction noise will be generated during non-restricted hours only.

4.5.4 Given the mitigation measures described in ***paragraph 4.8.1*** would be implemented as far as practicable, the noise generated from the construction of the Project is not anticipated to pose any unacceptable noise impacts on the NSRs nearby.

Operation Phase (Fixed Plant Noise)

4.5.5 Potential fixed noise impacts may arise during operation hours of the plant, i.e. 07:00 to 23:00. The major fixed noise sources listed below have been considered under different scenario. Base on normal practices of CBP and experience from applicant, there are two operation scenario in day time. In Scenario 1, no Cement/ PFA/ GGBS/ Admixture tanker will enter the Site, as well as no associated PME will be in operated including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank). Only concrete truck will travel within the Site. Loader for emergency use was assessed to demonstrate the worst case scenario. In Scenario 2, no concrete truck will enter the Site, and loader will not be in operation. There is only the travel of Cement/ PFA/ GGBS/ Admixture tanker within the Site. Their associated PME including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank) will be in operation. In general, the demand of concrete supply at evening

time/night-time is limited. For a conservative approach, two concrete lorry mixers were assumed to be the maximum production scenario. As shown on ***Figure 2-3***, an aggregate overhead bin will be provided for storing aggregate sufficient for the concrete production during evening and night-time. Therefore, no aggregate truck for aggregate delivery to the Site is required during evening and night-time. Similarly, use of loader will not be required during evening/night-time for transporting aggregates from the aggregate storage area to the ground hopper. Each concrete lorry mixer (or concrete truck) can carry concrete with volume between 6m^3 and 10m^3. As confirmed by the Applicant, the maximum of 12 concrete lorry mixers (or concrete trucks) per hour for the maximum concrete production rate of 100m^3 per hour is practical in terms of business operation. The plant lists are as follows:

Day time Scenario 1:

- Concrete Mixer (electric) (1 no./30 mins; % on time: 100.0%)
- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Air Compressor (Stationary) (2 nos./30 mins; % on time: 100.0%)
- Filter Fan (Mixing unit) – Blower (1 no./30 mins; % on time: 100.0%)
- Concrete Lorry Mixer (or Concrete Truck/Truck) (Concrete Collection) (6 nos./30 mins; % on time: 16.7%)
- Loader (1 no./30 mins; % on time: 16.7%)
- Concrete Lorry Mixer (or Concrete Truck/Truck) (12 nos./hour)

Day time Scenario 2:

- Concrete Mixer (electric) (1 no./30 mins; % on time: 100.0%)
- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Air Blower (mounted on unloading tank) (2 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Air Compressor (Stationary) (2 nos./30 mins; % on time: 100.0%)
- Filter Fan (Mixing unit) – Blower (1 no./30 mins; % on time: 100.0%)
- Filter Fan (Silo) – Blower (2 nos./30 mins; % on time: 100.0%)
- Pump on Unloading Tank (2 nos./30 mins; % on time: 100.0%)
- Aggregate Truck (10 nos./hour)
- Cement/PFA/GGBS/Admixture Tanker (2 nos./hour)

Evening time:

- Concrete Mixer (electric) (1 no./30 mins; % on time: 100.0%)
- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Air Compressor (Stationary) (2 nos./30 mins; % on time: 100.0%)
- Filter Fan (Mixing unit) – Blower (1 no./30 mins; % on time: 100.0%)
- Concrete Lorry Mixer (or Concrete Truck/Truck) (Concrete Collection) (2 nos./30 mins; % on time: 16.7%)

- Concrete Lorry Mixer (or Concrete Truck/Truck) (4 nos./hour)

4.5.6 The lists of equipment, utilisation rate and number of items detailed in ***Appendix L*** have been confirmed by the Applicant and it is considered to be practicable for business-as-usual operation of concrete batching plant. The Mechanical and Electrical (M&E) equipment in operation will be different in day time (i.e. 07:00 to 19:00) and evening time (i.e. 19:00 to 23:00). Loader will be used only if emergency case (i.e. daytime only) to transport aggregate from storage area to hopper. Vehicle washing facility will be applied on site during operation, however, the operation time of this facility is rather short each time (i.e. approximately 1 minutes for each vehicles) and its function is not continuous. Aggregate will be stored in aggregate storage areas, which is served as an emergency use. No action will be taken on the aggregates storage except whenever there are insufficient aggregates provided for concrete production. As a results, insignificant noise will be generated due to the occasionally use of the aggregate storage. In conclusion, noise impacts that may be generated from aggregate storage, vehicle washing and parking is considered insignificant and negligible.

4.5.7 As mentioned in ***paragraphs 2.2.1 – 2.2.2***, the operation of the existing CBP will be ceased when the proposed CBP commences its operation. As such, there is no overlapping operation period between the existing and proposed CBP. In addition, there is also no overlapping period between the construction of the new CBP and demolition works of the existing CBP. Thus, cumulative industrial noise impact is not required during the construction and operation phases of the new CBP.

4.5.8 The number of concrete lorry mixers was assumed based on the normal operation practice limitation, that approximate 5 minutes were needed for filling up 1 concrete lorry mixer with newly produced concrete. Thus, the 6 concrete lorry mixers per 30 minutes as the maximum allowed traffic flow were assumed based on the previous experiences of CBP operator under realistic condition. As mentioned in ***paragraph 4.5.5*** above, the maximum of 12 concrete lorry mixers per hour for the maximum concrete production rate of 100m^3 per hour is practical in terms of business operation which has been confirmed by the Applicant. Moreover, there will be no queuing of trucks due to the Proposed Development as reported in the Traffic Impact Assessment ("TIA") Report attached to the Planning Statement for this Planning Application.

Operation Phase (Off-Site Traffic Noise)

4.5.9 The Proposed CBP will replace the existing CBP with a reduced hourly production rate. As such, the hourly traffic generation of the Proposed CBP will be lower than that of the existing CBP and the off-site traffic noise impact on the NSRs will be lower.

4.5.10 As mentioned in the Traffic Impact Assessment ("TIA") Report of the planning application, two road improvements are proposed to be made:

1. Improvement on Access Road
   (a) Extension of passing bays on the Access Road connecting the Site and Ping Yuen Road.
   (b) Provision of 2m wide footpath.
2. Improvement on Ping Yuen Road – minor modification of the section of Ping Yuen Road for improving the manoeuvring of heavy vehicles.

4.5.11 No change to the running margins of the roads will be made for the aforementioned road improvement works. Therefore, there will be no change to the traffic noise impact from noise modelling point of view.

4.5.12 Therefore, no adverse off-site traffic noise impact for the Proposed Replacement CBP is anticipated.

4.6 Assessment Methodology

Construction and Demolition Noise

4.6.1 The assessment of construction and demolition noise impact has been carried out quantitatively based on the procedures given in GW-TM issued under the NCO where appropriate. Sound Power Levels ("SWLs") of PME have been made reference to Table 3 of the GW-TM and the *Sound Power Levels of Other Commonly Used PME* available from EPD's website[Ref.#3]. Construction phase will comprise two major phases, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation. Each major phase will include sub-phases. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. All the sub-phases will not be carried out in the same time, so no overlapping works were expected. Notional source position has been adopted for each works area of each construction stages with respect to each NSR, the locations of notional source position for construction and demolition stage are shown in ***Appendix H***.

4.6.2 The noise impact was assessed based on the following standard acoustic formula:

SPL = SWL – DC + FC

where:

SPL– Sound Pressure Levels at receiver, in dB(A)

SWL – Sound Power Levels of Powered Mechanical Equipment (PME), in dB(A)

DC – Distance Correction, in dB(A) by DC = 20 × log10(D) + 8

D – Horizontal distance between the NSR and notional source in metres

FC – Façade Correction of +3 dB(A)

4.6.3 With regard to the screening effect, a 5 dB(A) reduction has been adopted for NSRs without direct line-of-sight to the PME. An existing solid wall with a height of approximately 3m erects next to NSR CN5 which is a single storey house and in between the site and CN5. Therefore, no direct line-of-sight from the NSR CN5 to the PME used within the Site; an existing building structures erects in between CN7 and the Site, thus, no direct line-of-sight from the NSR. As such, a 5 dB(A) noise reduction has been adopted in the noise assessment. The photographic record of the existing wall is provided in ***Figure 4-1***.

Industrial Noise

4.6.4 Although the proposed CBP is an industrial use and the noise impact therefore references IND-TM, the characteristics of concrete batching, involving concrete lorry mixer and concrete mixer, are also similar to construction activities. Therefore, the noise impact is proposed to be estimated in accordance with the guidelines given in GW-TM. As such, all items of PME, except truck movement, have been considered at the proposed positions. While due to the long travelling distance of conveyor/ screw conveyor, as a conservative approach, the closest distance between conveyor/ screw conveyor and each NSRs has be adopted and assessed based on the standard acoustic formula as mentioned in ***paragraph 4.6.2***. The location of the PME was indicated in ***Appendix I***.

4.6.5 For the noise generated from truck movement within the Site, the *Method for Mobile Plant Using a Regular Well-Defined Route* stipulated in Annex F of BS 5228-1:2009+A1:2014 has been adopted for the assessment. The calculation is based on the following standard formula:

SPL = SWL − 33 + 10logQ − 10logV − 10logd + 10log(A/180)+ FC

[3]. http://www.epd.gov.hk/epd/sites/default/files/epd/english/application_for_licences/guidance/files/OtherSWLe.pdf

where:

SPL– Sound Pressure Level at receiver, in dB(A)

SWL – Sound Power Level of Powered Mechanical Equipment (PME), in dB(A)

Q – Number of vehicles per hour

V – Average vehicle speed, in km/h

A – Angle of view, in degree

d – Distance of receiving position from the centre of haul road, in metres (m)

FC – Façade Correction of +3dB(A)

4.6.6 Sound Power Levels (SWLs) of PME are obtained from Table 3 of GW-TM and from *Sound Power Levels of Other Commonly Used PME* available on EPD's website. Reference is also made to the *British Standard 5228 Code of Practice for Noise and Vibration Control on Construction and Open Site – Part 1: Noise* amended in February 2014 (BS 5228-1:2009+A1:2014). The "Aggregates Truck" to be adopted during the operation stage is lorry, which will be used to transport raw materials to the Site. Its weight is between 5.5 tonne and 38 tonnes, thus, the sound power level of 105dB(A) with reference to EPD's "*Sound power levels of other commonly used PME*" was adopted in the calculation.

4.6.7 With regard to tonality, tonal noise should only occur when equipment is impaired. In addition, there will be no impulsive noise occurring within the CBP and there will be no intermittent noise because of no piling, concrete breaking or similar process. As such, no corrections for tonality, impulsiveness and intermittency are considered to be required.

4.6.8 With regard to the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the PME whereas a 5 dB(A) reduction was adopted for NSRs without direct line-of-sight only to the "noisy" part of the PME. A 2 dB(A) reduction was adopted for double diffraction, when a noise barrier was erect block the direct line-of-sight from the NSRs to the semi-enclosed/ enclosed PME. For IN5, there is a 3m height solid wall and proposed 4m noise barrier located in between mitigated PME and IN5. IN7 and IN8 (i.e. at ~15.6 mPD) are lower than the Site (I.e. ~18.4mPD), a 4m proposed noise barrier is erected at the site boundary and existing buildings structures block the direct-line-of site from IN7and IN8 to the Site.

4.6.9 In order to further minimise the noise generated due to aggregated unloading activities, the opening of unloading is proposed to be located as far as practicable from the identified NSRs. As majority of NSRs (i.e. IN2 to IN6) located to the north to north-west of the Site, while IN7 and IN8 located to the south of the Site, thus, the eastern part of the Site would be the best available location for the opening of aggregate uploading. Although IN1 located to the east of the site, there is a hilly terrain with the highest elevation of more than 40mPD is located in between the Site and IN1, that acts as a natural noise barrier for IN1, thus the noise impact from the Site is considered to be lower.

4.6.10 During the operation of the CBP, Cement/ PFA/ GGBS/ Admixture tanker and aggregate truck will not enter the Site at the same time with concrete truck during the day time. On the other hand, no Cement/ PFA/ GGBS/ Admixture tanker and aggregate truck will enter the Site during the evening time.

4.6.11 In order to minimise the potential operation noise level, a number of noise reduction measures will be adopted in the design of the CBP which have been confirmed by the Applicant, including:

Mechanical and Electrical (M&E) Equipment

- The semi-enclosure for the concrete mixing plant shall be with acoustic panels with an overall Noise Reduction (NR) of at least 10 dB(A); an example of such an acoustic panel is shown in ***Appendix N***.

- The entire conveyor except the opening for aggregates unloading shall be provided with a noise enclosure with an overall NR of at least 10 dB(A); an example of such semi-enclosure to be made by a polymeric vinyl material such as "Wavebar" with a Sound Transmission Class (STC) of 30 is enclosed in ***Appendix N***.
- Air compressor, filter fan (i.e. blower) and the concrete collection activities should be located or carried out inside the semi-enclosed concrete mixing plant and openings of the enclosure (minimum surface density of 10kg/m^2) shall be properly sealed to minimise noise leakage, thus to achieve an overall Noise Reduction (NR) of at least 10 dB(A).
- Water/ admixture pump and filter fan (i.e. blower) at silo should be located inside the semi-enclosed structure and openings of the enclosure (minimum surface density of 10kg/m^2) shall be properly sealed to minimise noise leakage, thus to achieve an overall NR of at least 10 dB(A).

On-site Truck Movement

- The proposed 4m barrier (minimum surface density of 10kg/m^2) at the site boundary to screen the vehicle movement noise as well as the noisy part of the plants, the location of proposed 4m height barrier as shown in ***Appendix O***. The 4m high barrier shall be sufficient to block the line-of-sight of vehicles moving within the Site and the noisy part of plants.

Traffic Noise

4.6.12 The Basic Noise Level (BNLs) of the roads of which the traffic flow will be affected by the proposed CBP have been assessed in terms of hourly $L_{10\,(1\text{-}hr)}$ using the BNLs. The BNLs is based on the following standard formula:

$$\text{BNLs } (L_{10(1\text{-}hr)}) = 42.2 + 10\,\text{Log}_{10}Q + VC$$

where:

BNLs – Basic Noise Level, in dB(A)
Q – Total Flow, in vehicle/hour
VC – Mean Traffic Speed Correction

4.6.13 Since the commissioning year of the Project is tentatively scheduled in Year 2022, the background traffic flow of Year 2022 (the first year of operation) and traffic forecast for Year 2037 (year with maximum projection within 15 years after operation) prepared by a traffic consultant have been adopted in the assessment. The traffic forecasts for Year 2022 and Year 2037 are enclosed in ***Appendix P***.

4.6.14 As mentioned in ***Paragraph 4.1.6***, the HKPSG assessment criteria for domestic premises is 70 dB(A). Having said that, a contribution of less than 1.0 dB(A) due to the presence of the proposed CBP is also considered to be acceptable in environmental terms.

4.7 Assessment Result

Demolition Noise

4.7.1 The noise impact generated during construction phase has been carried out for seven NSRs listed in ***Table 4-7*** and the detail calculation was illustrated in ***Appendix J***.

Table 4-7 Predicted Demolition Noise Impact Levels

NSR ID	ASSESSMENT CRITERIA, dB(A)	TOTAL CNL, dB(A)	EXCEEDANCE
CN1	75	75	No
CN2		74	No
CN3		74	No
CN4		73	No
CN5		71	No
CN6		75	No
CN7		67	No

Construction Noise

4.7.2 The noise impact generated during construction phase was carried out for seven NSRs listed in ***Table 4-8*** and the detail calculation was illustrated in ***Appendix K***.

Table 4-8 Predicted Construction Noise Impact Levels

NSR ID	ASSESSMENT CRITERIA, dB(A)	TOTAL CNL, dB(A)						EXCEEDANCE
		STAGE 1A	STAGE 1B	STAGE 1C	STAGE 2A	STAGE 2B	STAGE 2C	
CN1	75	72	71	72	72	71	71	No
CN2		74	68	71	73	67	70	No
CN3		75	68	71	74	67	70	No
CN4		72	66	69	71	66	68	No
CN5		70	63	67	70	63	66	No
CN6		74	69	71	73	68	70	No
CN7		61	67	63	61	66	62	No

Industrial Noise

4.7.3 As the types and numbers of PME using in the CBP are identical in all time periods, the industrial noise impact assessment was carried out for the most stringent restriction period, i.e. evening time, for the eight NSRs listed in ***Table 4-5*** and shown on ***Figure 4-2*** (IN1 to IN8).

4.7.4 The predicted noise impact results are summarised in ***Table 4-9*** and detailed in ***Appendix L***, the assessment results of industrial noise ranged from 40 to 55 dB(A).

Table 4-9 Predicted Industrial Noise Impact Levels

NSR ID	TIME PERIOD	SCENARIO	ASSESSMENT CRITERIA, dB(A)	PREDICTED NOISE LEVEL IN $L_{eq(30\ min)}$, dB(A)	EXCEEDANCE
IN1	Day	1	63	59	No
		2		53	No
	Evening	NA	57	52	No
IN2	Day	1	63	59	No
		2		55	No

NSR ID	TIME PERIOD	SCENARIO	ASSESSMENT CRITERIA, dB(A)	PREDICTED NOISE LEVEL IN $L_{eq(30\ min)}$, dB(A)	EXCEEDANCE
	Evening	NA	57	55	No
IN3	Day	1	61	60	No
		2		56	No
	Evening	NA	56	56	No
IN4	Day	1	61	58	No
		2		54	No
	Evening	NA	56	54	No
IN5	Day	1	61	59	No
		2		58	No
	Evening	NA	56	56	No
IN6	Day	1	61	59	No
		2		55	No
	Evening	NA	56	55	No
IN7	Day	1	50	50	No
		2		46	No
	Evening	NA	48	45	No
IN8	Day	1	50	49	No
		2		45	No
	Evening	NA	48	4	No

Note:
1: In Scenario 1, there will be no Cement/ PFA/ GGBS/ Admixture tanker enter the Site, as well as no associated PME will be in operated including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank). Only concrete truck will travel within the Site. Loader for emergency use was assessed to demonstrate the worst case scenario.
2. In Scenario 2, there will be no concrete truck enter the Site, and loader will not be in operate. There is only the travel of Cement/ PFA/ GGBS/ Admixture tanker within the Site. Their associated PME including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank) will be in operate.

Off-site Traffic Noise

4.7.5 As mentioned in ***paragraph 1.1.1***, the operation of the existing CBP will be ceased once the proposed CBP has been erected and in operation. As further mentioned in ***paragraph 4.5.9***, the Proposed CBP will replace the existing CBP with a reduced hourly production rate. As such, the hourly traffic generation of the Proposed CBP will be lower than that of the existing CBP and the off-site traffic noise impact on the NSRs will be lower. The traffic noise impact assessment has been carried out for calculating the BNLs of the affected road segments of which the traffic flow was affected due to the operation of the proposed CBP, including road segments C, E, L and O shown in ***Appendix P***. The BNLs with and without the CBP of the Year 2023 and 2038 has been summarised in ***Table 4-10*** to ***Table 4-13***, below. The results are detailed in ***Appendix M***.

Table 4-10 Traffic Noise Assessment Results for Year 2023 at A.M.

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
C	Ping Yuen Road	71.6	71.5	-0.1	Y
E	Ping Che Road	75.4	75.4	0.0	Y
L	Unnamed Road	68.8	68.6	-0.2	Y
O	Unnamed Road	56.2	51.2	-5.1	Y

Table 4-11 Traffic Noise Assessment Results for Year 2023 at P.M.

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
C	Ping Yuen Road	71.4	71.3	-0.1	Y
E	Ping Che Road	74.8	74.8	0.0	Y
L	Unnamed Road	67.8	67.6	-0.2	Y
O	Unnamed Road	57.2	53.7	-3.5	Y

Table 4-12 Residual Traffic Noise Assessment Results for Year 2038 at A.M.

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
C	Ping Yuen Road	72.3	72.2	-0.1	Y
E	Ping Che Road	76.1	76.0	0.0	Y
L	Unnamed Road	69.5	69.3	-0.1	Y
O	Unnamed Road	56.2	51.2	-5.1	Y

Table 4-13 Residual Noise Assessment Results for Year 2038 at P.M.

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
C	Ping Yuen Road	72.1	72.0	-0.1	Y
E	Ping Che Road	75.5	75.4	0.0	Y
L	Unnamed Road	68.5	68.4	-0.2	Y
O	Unnamed Road	57.2	53.7	-3.5	Y

4.7.6 As shown in the above tables, the Basic Noise Levels of affected road segments would range from 51.2 to 75.4 dB(A) in 2023 at am and from 53.7 to 74.8 dB(A) at pm in 2023. On the other hand, the Basic Noise Levels of affected road segments would range from 51.2 to 76.1 dB(A) in 2037 at am and from 53.7 to 75.5 dB(A) at pm in 2038. The contributions from the proposed CBP in terms of off-site traffic noise impact in both 2023 and 2038 are less than 0.0 dB(A) or lower than 70 dB(A).

4.7.7 Although the Basic Noise Level of Ping Yuen Road and Ping Che Road would exceed HKPSG assessment criterion for domestic premises (i.e. 70 dB(A)), their corresponding contribution arising from the operation of the proposed CBP as compared with the without project scenario are all less than 1.0 dB(A) to the overall impacts. Therefore, this implies that the noise impacts arising from the operation of the proposed CBP are insignificant, and no adverse road traffic impact on the NSRs.

4.7.8 In order to minimise the potential traffic noise impact, the CBP owner should reduce the traffic of heavy vehicles generated from the CBP operation. The maximum number of heavy vehicles passing by Ping Che Road and Ping Yuen Road is thus recommended to be no greater than 16 round trips per hour.

4.8 Mitigation Measures and Conclusion

Construction Phase

4.8.1 The construction works shall be carried out during daytime of normal working days and follow the EPD's "Recommended Pollution Control Clauses for Construction Contracts". Thus, the potential noise impacts could be minimised. Besides implementing the mitigation measures recommended in ProPECC PN2/93 where applicable, the following measures and on-site practice are recommended for minimising the potential construction noise impacts during daytime:

- Quality PME and quiet construction method should be adopted if possible.
- The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.
- Noisy equipment and noisy activities should be located as far away from the NSRs as is practical.
- PME should be kept to a minimum and the parallel use of noisy equipment/ machinery should be avoided.
- Use noise barriers or enclosure for the PME if appropriate.
- Implement good house-keeping and provide regular maintenance to the PME.
- Spot check resultant noise levels at nearby NSRs.

4.8.2 With the implementation of the above-mentioned mitigation measures, adverse construction noise impacts on the NSRs are not anticipated.

Operation Phase

4.8.3 The design of the proposed CBP should ensure that the potential industrial noise impacts at the NSRs shall comply with the relevant criteria. Measures as described in ***paragraph 4.6.11*** and summarised in ***Table 4-14*** will be taken into account in the plant design to avoid noisy activities during the operation of the CBP. As such, unacceptable industrial noise impact is not anticipated.

Table 4-14 Proposed Operation Phase Noise Mitigation Measures

NOISE SOURCES	PROPOSED MITIGATION MEASURES
For individual plants	
Concrete mixer (electric)	Semi-enclosure with acoustic panels
Conveyor / Screw Conveyors	Enclosed with polymeric vinyl material such as "Wavebar" with a Sound Transmission Class ("STC") of 30, 4m barrier (minimum surface density of 10kg/m^2) [Note 1]

NOISE SOURCES	PROPOSED MITIGATION MEASURES
For individual plants	
Air Blower (mounted on unloading tank)	N/A
Water / Admixture Pump	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Air Compressor (Stationary)	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Filter Fan (mixing unit) - blower	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Filter Fan (silo) - blower	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2)[Note 1]
Pump (mounted on unloading tank)	N/A
Truck (Concrete Collection)	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2)
Loader	N/A
For General Site	
4m Height Noise Barrier	minimum surface density will be 10kg/m^2

Note:
1. The proposed 4m noise barrier indicated in Appendix O is tentative layout, which is subject to change during detailed design stage.

4.8.4 The traffic noise impacts for the scenario with the additional off-site traffic generated by the operation of the CBP in Year 2023 and Year 2038 were predicted to exceed HKPSG assessment criteria (i.e. 70 dB(A) for domestic premises). However, the results at all representative NSRs are in compliance with the criterion of contribution less than 1.0 dB(A) due to the proposed CBP. As such, unacceptable traffic noise impact is not anticipated.

Figure 4-1 Locations of Representative Noise Sensitive Receivers for Construction and Demolition Noise

Figure 4-2 Locations of Representative Noise Sensitive Receivers for Industrial Noise

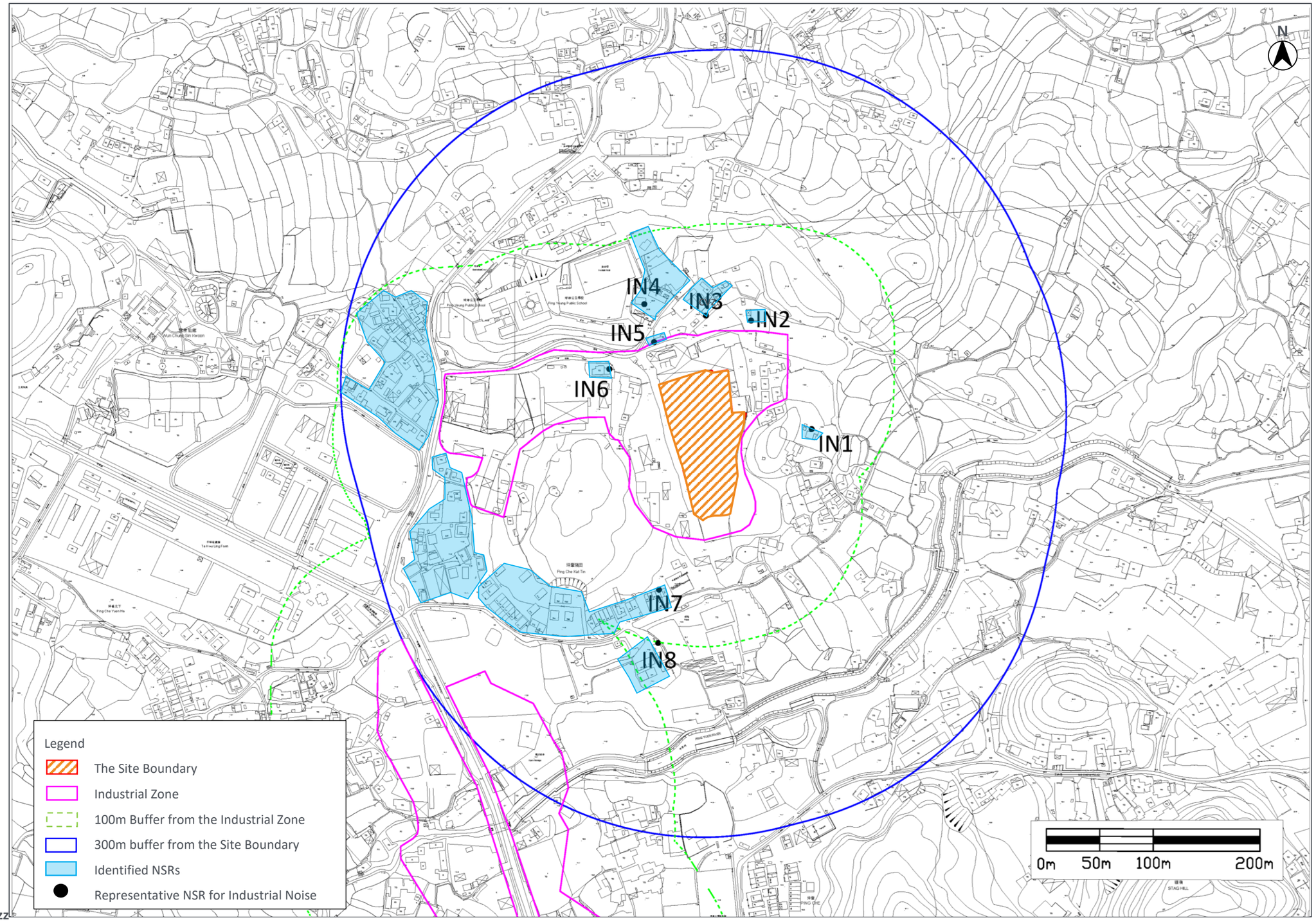
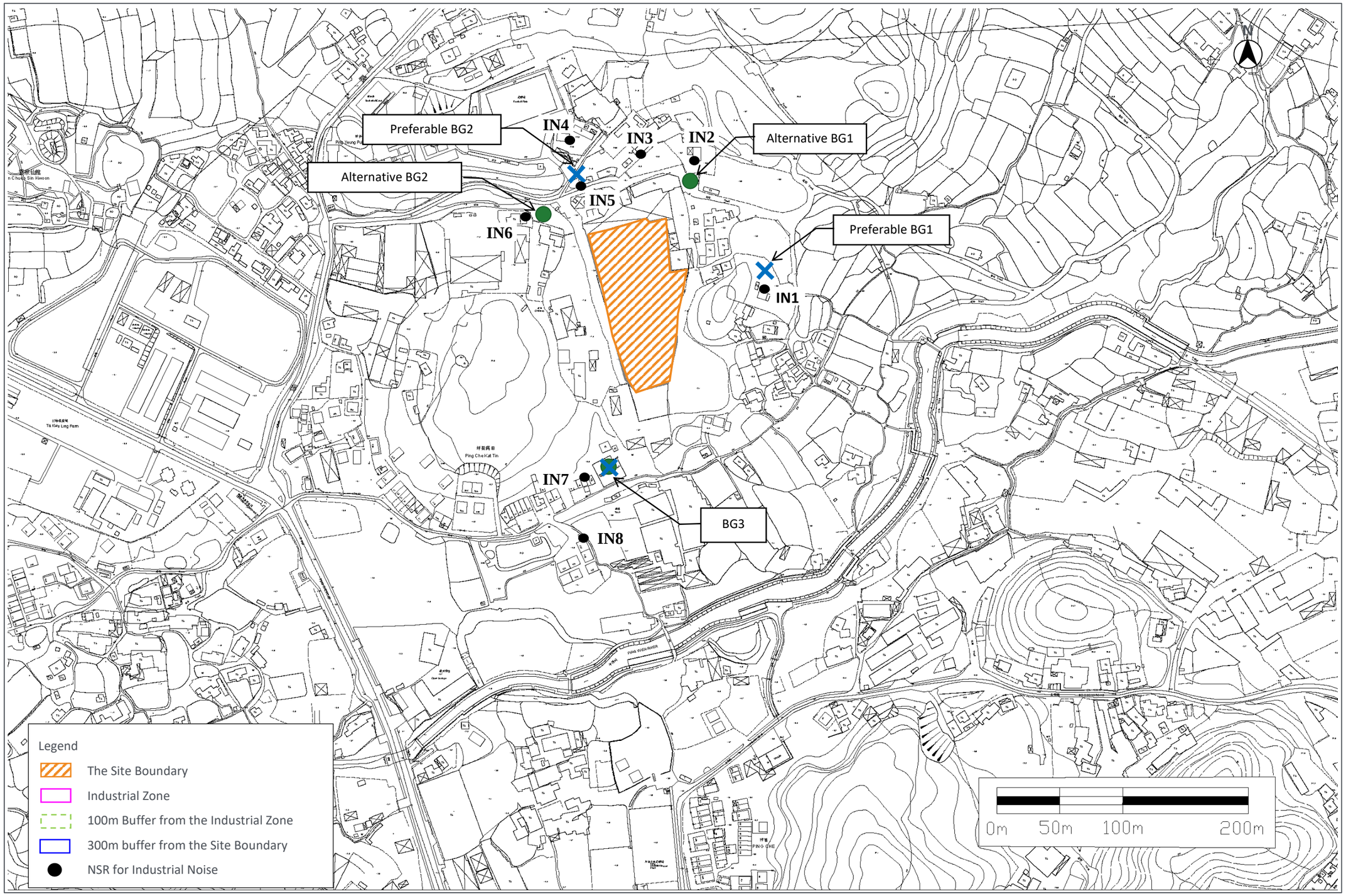


Figure 4-3 Locations of Background Noise Measurement



5 WATER QUALITY

5.1 Environmental Legislation and Standards

Water Pollution Control Ordinance (Cap. 358)

5.1.1 An amendment to the *Water Pollution Control Ordinance* ("WPCO") was enacted in 1990 and provides a mechanism for setting effluent standards. These are included in the *Technical Memorandum Standards for Effluents Discharged in to Drainage and Sewerage Systems, Inland and Coastal Waters* (WPCO Cap 358, S.21). All discharges into government drainage/sewerage systems, marine and inland waters are required to comply with the standards stipulated in the Technical Memorandum.

Construction Site Drainage (ProPECC PN1/94)

5.1.2 Under *ProPECC Practice Note PN1/94 Construction Site Drainage* (ProPECC PN1/94), some basic environmental guidelines for the handling and disposal of construction site discharges are provided to prevent or minimise pollution problems associated with construction activities. A total of ten types of discharges from construction sites are identified and good practice for dealing with such discharges is listed in ProPECC PN1/94. Licensing of construction site discharges within Water Control Zones ("WCZs") is also discussed in ProPECC PN1/94.

Practice Note for Professional Persons (ProPECC) PN 5/93 "Drainage Plans subject to Comment by the Environmental Protection Department" (ProPECC PN 5/93)

5.1.3 Under Professional Persons Environmental Consultative Committee Practice Note 5/93 Drainage Plans subject to Comment by the Environmental Protection Department ("ProPECC PN 5-93"), various guidelines for preparing drainage plans are included. This practice note includes guidelines and recommendations for handling, treatment and disposal of effluent discharges to storm drains and foul sewers.

5.2 Identification of Water Sensitive Receivers

5.2.1 In order to identify the Water Sensitive Receivers (WSRs), a desktop study on the OZP, topographic maps and aerial photos has been conducted together with the site visit. The only WSR identified within 500m study area is a watercourse at about 160m from the site boundary to the south of the Site. The location of this WSR is shown on ***Figure 5-1***.

5.3 Potential Water Quality Impacts

Demolition and Construction Phases

5.3.1 The structure of the existing CBP is mainly precast and its composition is mainly of steel structure. Hence, only minor demolition works of the steel structure will be required and no potential wastewater will likely be generated from the demolition works.

5.3.2 During construction stage, two major phases, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation, will be involved. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. No extensive land formation works will be required while minor excavation works will be carried out. Since all the structures of the proposed CBP will be precast, and only minor excavation works will be required within the Site.

Therefore adverse water quality impacts arising from these construction works is not anticipated.

5.3.3 On the other hand, muddy runoff from the Site may be generated during the demolition and construction phases, especially during the rainy season. In addition, potential sewage impacts will also be generated by the construction workers on-site.

5.3.4 Wash water from vehicles and equipment; silt from any on-site stockpiles of soil, cement and grouting materials; and spillage of fuels, oil and lubricants from construction vehicles and plant may generate water quality impacts. If these pollution sources are not properly controlled, it would lead to increased amounts of suspended solids, grease and oil, pH, Biochemical Oxygen Demand ("BOD"), etc. in the drainage system.

Operation Phase

5.3.5 Water sprinklers will be installed for dust suppression and the entire site will be paved. Over wetting of the ground and the roads should be avoided by the plant management in order to minimise surface runoff generation. All the surface runoff will be collected by the peripheral surface u-channel and diverted to sedimentation tank for silt removal prior to on-site reuse.

5.3.6 Wheel washing facilities will be also provided at the site entrance. All the vehicles will be cleaned properly before leaving the Site. Wastewater generated from the wheel washing facilities will be also collected and diverted to sedimentation tank for silt removal prior to on-site reuse.

5.3.7 Wastewater generated from the surface runoff due to the use of water sprinkler and wheel washing facilities will be first diverted to a sump pit for collection. After that, the wastewater will be diverted to a sedimentation tank for sedimentation and the slurry generated will be dewatered to produce cement cake. The cement cake arising from the treatment process is inert materials and will be reused in the Public Fill Reception Facilities. All the treated effluent from the sedimentation tank will be reused on–site for wheel washing facilities and concrete production. Whilst the silo capacity of the new CBP will be 450 tonnes and more than that of the existing CBP with less than 50 tonnes, only one concrete production line will be provided for the new CBP which is the same as the existing CBP. From the concrete production industry point of view, the scale of the new CBP with one production line is similar to the existing CBP. Due to the similar scale of the Proposed Development and the existing CBP, it is estimated the 60m^3 wastewater per day will be generated from the Proposed Development that it will produce 50m^3 treated effluent per day for onsite reuse and 10m^3 cement cake per day, similar to the existing CBP. The applicant should ensure sufficient capacity and effective operation of the sedimentation tank. The design of the sedimentation tank, including the capacity, treatment methodology, etc., will be provided to EPD for approval during detailed design stage in accordance with *Practice Note for Professional Persons – Drainage Plans subject to Comment by EPD (ProPECC PN 5/93)*.

5.3.8 Sewage from toilet and grey water from washing sinks will be generated by the on-site staff and truck drivers at the sanitary facilities, which will be another major sources of wastewater generation arising from the Proposed Development.

5.3.9 As advised by the Applicant, the maximum number of visits by the truck drivers will be 24 times per hour. Therefore, the total number of times of vehicles visiting the Site during 16 hours of CBP's operation will be 384 visits per day (i.e. 24 truck visits x 16 hours). As advised by the Applicant, not all the truck drivers use the toilet at the Site for each time of visit. Based on Applicant's observation, approximately not more than 40 toilet visits are required for the truck drivers.

5.3.10 In order to assess the acceptability of the sewage impact arising from the proposed CBP, the anticipated sewage generation is estimated based on the assumption as shown in ***Table 5-1***.

Table 5-1: Parameters for Estimating Wastewater Generation

PARAMETER	VALUE	JUSTIFICATION
GENERATION FROM ON-SITE STAFF		
No of site staff	22	As advised by the Applicant base on the scale and nature of the Proposed CBP.
UFF of staff	0.23 m^3/day/staff	Refer to "Commercial Employee + J9 Construction" in Table T-2 of GESF [Note1].
GENERATION FROM TRUCK DRIVERS		
Total no. of toilet visit	40 visits/day	As advised by the Applicant that approximately not more than 40 truck drivers (i.e. non-site staff) use the toilet on-site each day based on their previous observations.
Volume per flushing	7.5 L/flush	Refer to BEAM Plus New Buildings Version 1.2, July 2012.
Volume per hand washing	1.4 L/day	Refer to BEAM Plus New Buildings Version 1.2, July 2012.
Volume per visit from micturition	0.2 L/visit	Refer to p.3081 of "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011
Volume per visit from driver	9.1 L/visit	Refer to "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011.

Note: [1] With reference to Notes of Table T-2 of GESF, for job types J9, the "per-employee" unit flow factor takes into account the flows of site staff. Thus, sewage generation from visitors has been considered.

5.3.11 As shown in ***Table 5-1***, the total sewage generated from onsite workers and truck drivers is 5.060 m^3/day and 0.364 m^3/day respectively. Therefore, total sewage generated from the site will be 5.424m^3 /day. The details calculation of sewage generation from the Site could be referred to ***Appendix Q***.

5.3.12 Considering the small amount of sewage generated from the toilets of the Site, two container toilets connected to temporary sewage storage tanks with a sufficient capacity is proposed to handle the sewage. Each temporary sewage storage tank is about 3,000L (= 3m^3), which will be located underneath of the container toilet. The indicative location of the temporary toilets is shown in ***Figure 5-2***. The utilisation of two temporary sewage storage tanks will have sufficient capacity to handle the sewage generation for one day.

5.3.13 A licensed contractor will be employed by the Applicant to collect and disposed of the sewage daily. As such, there will be no unacceptable impacts with the provision of the recommended mitigation measures.

5.3.14 Non-point/diffuse source pollution, such as dust, tyre scraps, oil, etc. might be washed from road surface, proposed footpath and/or open areas into watercourses during rainstorms. In order to minimise this pollution loading, silt/sand traps should be provided for the drainage systems in accordance with the relevant government guidelines. Paved perimeter u-channel would be provided to prevent discharge of spillage of wastewater beyond the site boundary, and accumulation of deposits on nearby public roads. Good practices stated in *Practice Note for Professional Persons – Drainage Plans subject to Comment by EPD (ProPECC PN 5/93)* should be also referenced when designing on-site drainage. With the provision and implementation of the aforementioned mitigation measures for non-point source pollution, adverse water quality impact is not anticipated.

5.4 Mitigation Measures

Demolition and Construction Phases

5.4.1 During demolition and construction phases, it is recommended that portable toilets should be provided for construction workers. These will be supplied, maintained and emptied (at a sewage treatment facility) by a specialist contractor.

5.4.2 The demolition and construction contractors shall follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 1/94 for construction site drainage:

- Before commencing any demolition works, all sewer and drainage connection should be sealed to prevent building debris, soil, sand etc. from entering public sewers/drains.
- Wastewater generated from building construction activities including concreting, plastering, internal decoration, cleaning of works and similar activities should not be discharged into the stormwater drainage system. If the wastewater is to be discharged into foul sewers, it should undergo the removal of settleable solids in a silt removal facility, and pH adjustment as necessary.
- Surface run-off from construction sites shall be discharged into storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels or earth bunds or sand bag barriers shall be provided on site to properly direct storm water to such silt removal facilities. Perimeter channels at site boundaries shall be provided where necessary to intercept storm run-off from outside the Site so that it will not wash across the Site.
- Silt removal facilities, channels and manholes shall be maintained and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times.
- For the purpose of preventing soil erosion, temporarily exposed slope surfaces shall be covered e.g. by tarpaulin, and temporary access roads shall be protected by crushed stone or gravel. Intercepting channels shall be provided (e.g. along the crest) to prevent storm runoff from washing across exposed soil surfaces. Arrangements shall always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm.
- Earthworks final surfaces shall be well compacted and the subsequent permanent work or surface protection shall be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels shall be provided where necessary.
- Measures shall be taken to minimise the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they shall be dug and backfilled in short sections. Rainwater pumped out from trenches shall be discharged into storm drains via silt removal facilities.
- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites shall be covered with tarpaulin or similar fabric during rainstorms. Measures shall be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.
- Manholes shall always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers.

- Discharge of surface run-off into foul sewers shall always be prevented in order not to unduly overload the foul sewerage system.
- All vehicles and plant should be cleaned before they leave a construction site to minimize the deposition of earth, mud, debris on roads. A wheel washing bay should be provided at every site exit if practicable and wash-water should have sand and silt settled out or removed before discharging into storm drains. The section of construction road between the wheel washing bay and the public road should be paved with backfall to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains.

5.4.3 In addition, the EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

- The Contractor shall observe and comply with the Water Pollution Control Ordinance and its subsidiary regulation.
- The Contractor shall carry out the Works in such as manner as to minimise adverse impacts on the water quality during execution of the works. In particular the Contractor shall arrange his method of working to minimise the effects on the water quality within and outside the Site, on the transport routes and at the loading, dredging and dumping areas.
- The Contractor shall follow the practices, and be responsible for the design, construction, operation and maintenance of all the mitigation measures as specified in the ProPECC PN 1/94 "Construction Site Drainage" issued by the Director of Environmental Protection. The design of the mitigation measures shall be submitted by the Contractor to the Engineer for approval.
- The Contractor shall not discharge directly or indirectly or cause or permit or suffer to be discharged into any public sewer, stormwater drain, channel, stream-course or sea any trade effluent or foul or contaminated water or cooling or hot water without the prior written consent of the Engineer in consultation with the Director of Environmental Protection and Director of Water Supplies, who may as a condition of granting his consent require to the Contractor to provide, operate and maintain at the Contractor's own expense to the satisfaction of the Engineer suitable works for the treatment and disposal of such trade effluent or foul or contaminated or cooling or hot water. The design of such treatment works shall be submitted to the Engineer for approval not less than one month before commencement of the relevant works.
- If any office, site toilet facilities are erected, foul water effluent shall be directed to a foul sewer or to a sewage treatment and disposal facilities either directly or indirectly by means of pumping or other means approved by the Engineer.
- The Contractor shall not permit any sewage, waste water or effluent containing sand, cement, silt or any other suspended or dissolved material to flow from the Site onto any adjoining land or allow any waste matter which is not part of the final product from waste processing plants to be deposited anywhere within the Site or onto any adjoining land. He shall arrange removal of such matter from the site or any building erected or to be erected thereon in a proper manner to the satisfaction of the Engineer in consultation with the Director of Environmental Protection.

Operation Phase

5.4.4 Wastewater generated from sprinklers and wheel washing facilities will be collected and diverted to the sedimentation tank for silt removal. The wastewater will be firstly diverted and collected in a sump pit for further treatment by sedimentation and dewatering. The slurry/cement cake arising from the wastewater treatment process is inert material and so it will be disposed of at Public Fill Reception Facilities for further reuse. The treated effluent will be reused onsite.

5.4.5 A contingency plan should be prepared by the Applicant to state the details of action in case of emergency, such as tank leakage and overflow, by making reference to the *DSD' Contingency Plan for Incidents Possibly Encountered in Sewage Treatment Facilities have a Potential of Generating an Environmental Nuisance.* The contingency plan will be provided to EPD for approval during submission of the design of the sedimentation tank in detailed design stage in accordance with *Practice Note for Professional Persons – Drainage Plans subject to Comment by EPD (ProPECC PN 5/93)*. The general practices are summarised as follows:

- In case of emergency, site staff shall check the impact on the hydraulic condition and performance of the wastewater treatment facilities.
- In case of power failure, plant staff should provide emergency generators or alternative power supply to the wastewater treatment facilities.
- In case of fire outbreak, plant staff should check and isolate the power supply to the equipment on fire and fight the fire under safe condition. If the fire cannot be controlled, plant staff should dial 999 or the local Fire Station.
- In case of wastewater overflow or pipe leakage, site staff should arrange diversion of park of the influent to standby tanks.

5.4.6 Sewage generated during the operation phase will be stored in a temporary sewage storage tank connected to container toilets for offsite disposal. Results of estimated sewage generation from the Site demonstrated that there will be no adverse water quality impact.

5.4.7 Non-point/diffuse source pollution, such as dust, tyre scraps, oil, etc. might be washed from road surface and/or open areas into water courses during rainstorms. In order to minimise this pollution loading, silt/sand traps should be provided for the drainage systems in accordance with the relevant government guidelines. Such design should be incorporated in the detailed design. With the provided silt/sand traps, debris/oil can be trapped and removed before being discharged. As mentioned in ***paragraph 5.3.7,*** a drainage plan and corresponding pollution control measures will be submitted to Building Authority with reference to EPD's "*Practice Note for Professional Persons – Drainage Plans subject to Comment by EPD (ProPECC PN 5/93)* and the corresponding standards stated in the *Technical Memorandum Standards for Effluents Discharged Into Drainage and Sewerage System, Inland and Coastal Waters* under Cap 358, S21 of WPCO should be complied with if any effluent shall be discharged in the future.

5.4.8 With the provision and implementation of the aforementioned mitigation measures for non-point source pollution, adverse water quality impact due to runoff is not anticipated.

5.5 Conclusion

5.5.1 During demolition and construction phases, water quality impacts can be properly controlled with the implementation of good site practice, as stated in ***paragraph 5.4.2***. Portable toilets will be provided for constructions workers on-site. Provided these measures are implemented, it is unlikely that any adverse water quality impacts from the Site will be generated during the demolition and construction phases.

5.5.2 The contractor shall apply for a Discharge Licence from EPD under the WPCO during demolition and construction phases. All site discharges should be treated as necessary in accordance with the terms and conditions of the Discharge Licence.

5.5.3 During operation, no adverse water quality impact is anticipated from the toilets, etc., because the sewage and wastewater will be collected by two proposed sewage storage tanks of container toilets for offsite disposal. Results of sewage generation from the Site demonstrated that there will be no adverse water quality impact due to sewage.

5.5.4 The wastewater generated from water sprinklers and wheel washing facilities will be collected and diverted to sedimentation tank for silt removal. The treated effluent will be reused onsite.

5.5.5 Moreover, there will be no adverse water quality impact due to runoff with the provision and implementation of the recommended mitigation measures for non-point sources.

5.5.6 Overall, therefore, no adverse water quality impacts are anticipated during the construction, demolition and/or operation phases of the Proposed Development.

Figure 5-1 Location of the Representative Water Sensitive Receivers (WSRs) within 500m Study Area

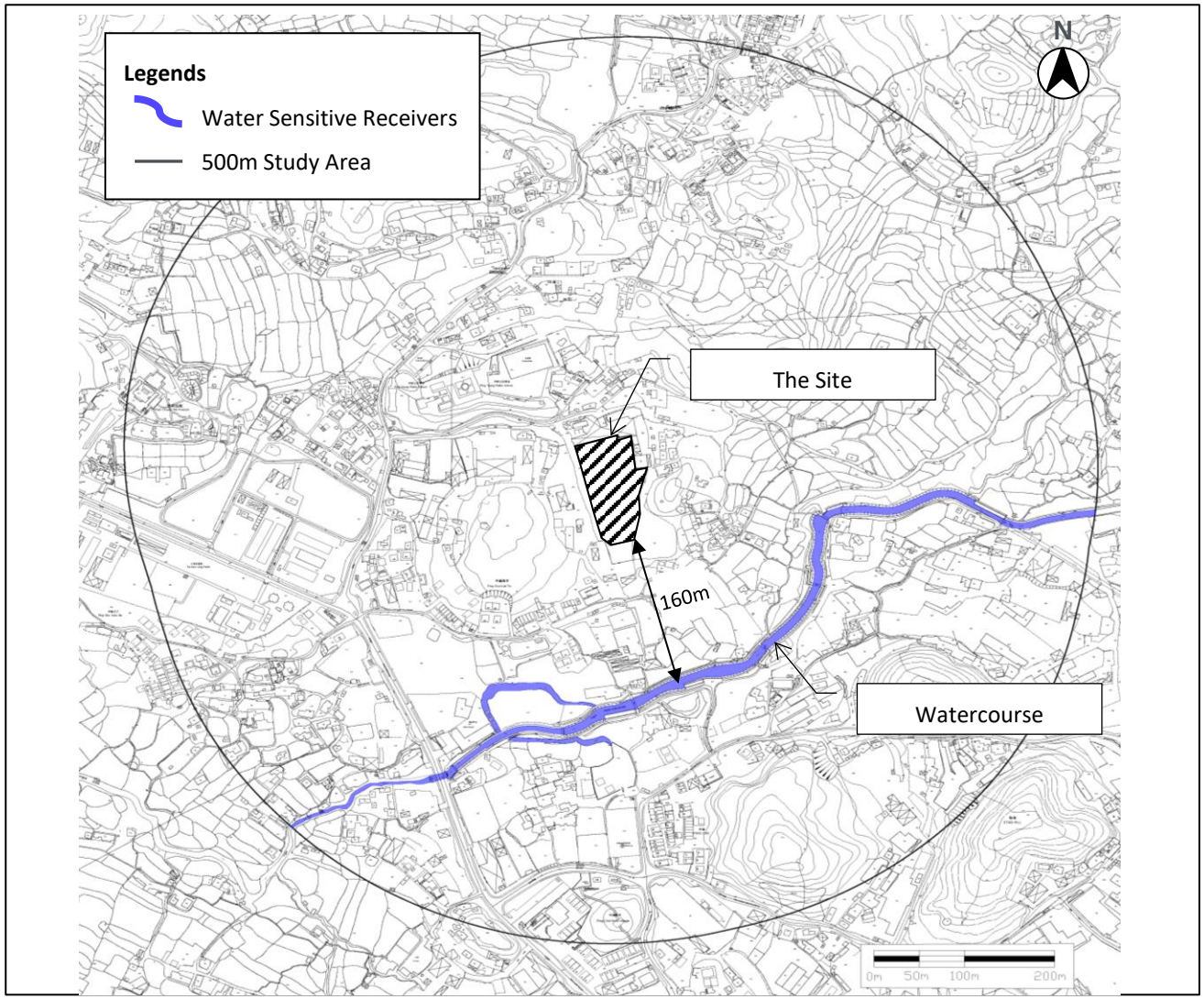
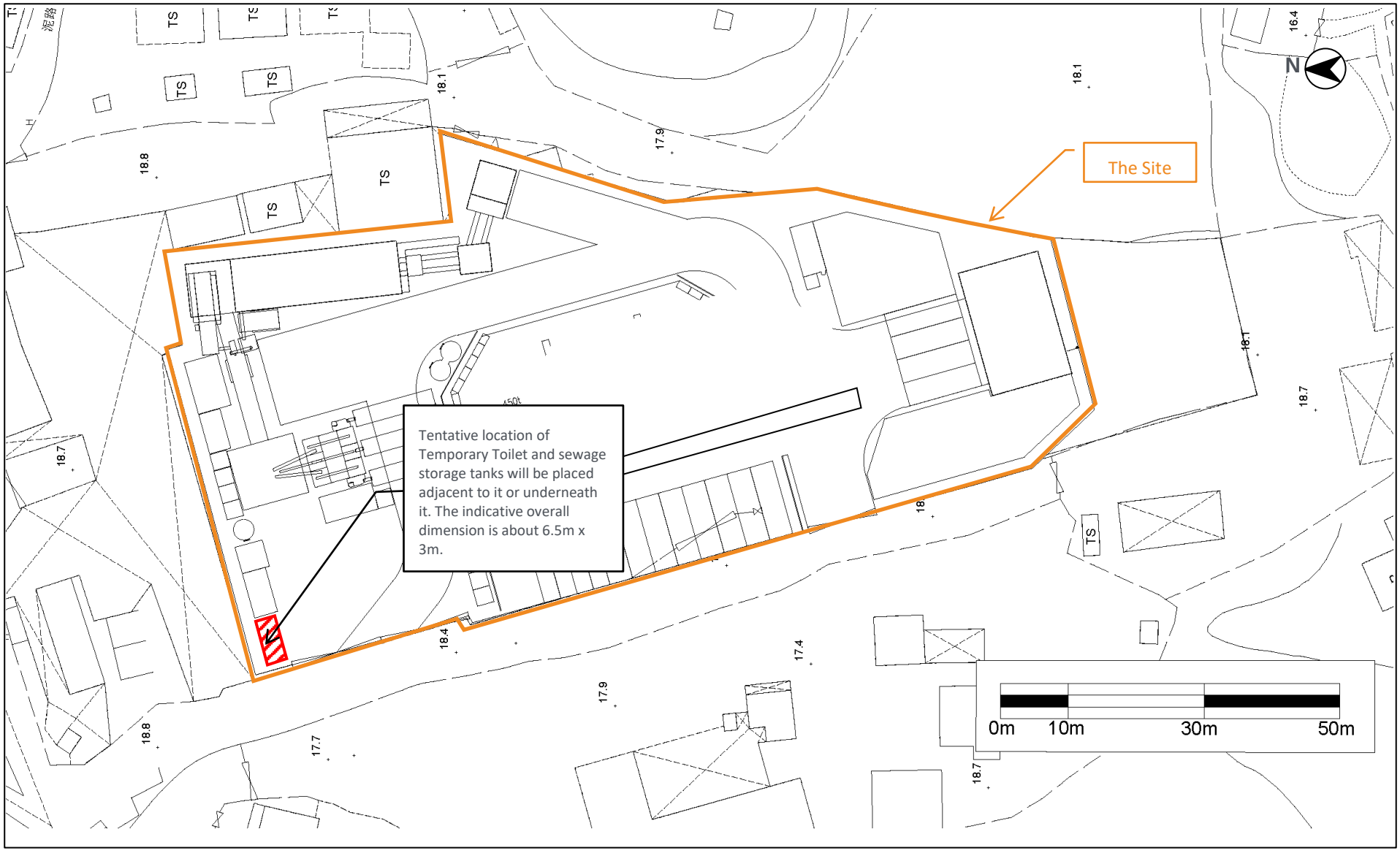


Figure 5-2 Indicative Location of the Temporary Toilets



6 WASTE MANAGEMENT

6.1 Environmental Legislation and Standards

6.1.1 In carrying out the assessment, references have been made to the following relevant legislation, documents and guidelines that are applicable to waste management and disposal in Hong Kong:

- The *Waste Disposal Ordinance* (Cap. 354) (WDO) setting out requirements for storage, handling and transportation of all types of wastes.
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C).
- Waste Disposal (Charges for Disposal of Chemical Waste) Regulation (Cap. 354J).
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N).
- Land (Miscellaneous Provisions) Ordinance (Cap. 28).
- Public Cleansing and Prevention of Nuisances Regulation (Cap. 132BK).
- Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Construction and Demolition Waste (ADV-19).
- Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Provision of Fitments and Fittings in New Buildings (APP-114).
- Building Department Practice Note for Registered Contractors (PNRC 17), Control of Environmental Nuisance from Construction Sites.
- EPD Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.
- EPD Recommended Pollution Control Clauses (RPCC) for Construction Contracts in COP.

6.2 Potential Waste Management Impacts

Construction Phase

6.2.1 The construction activities of the Proposed CBP will involve:

- Demolition of existing CBP, which is a mobile plant assembled by containers type, by lifting down the containers on the group for disassemble.
- Construction of a new CBP, which is a metal structure constructed by welding.

6.2.2 The key potential waste sources during the construction phase are:

- Inert Construction and Demolition (C&D) materials (e.g. waste concrete, surplus soil, waste asphalt, etc.).
- Non-inert C&D materials (e.g. wood and plastics).
- Chemical wastes such as waste battery and waste lubricating oil from vehicles / plant maintenance
- General refuse generated by site workers.

Inert C&D Materials

6.2.3 Inert C&D materials are those which do not decompose, such as debris, rubble, earth and concrete, and which are suitable for land reclamation and site formation.

6.2.4 Construction phase will comprise two major phases, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation. Each major phase will include sub-phases. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. The major source on inert C&D materials during construction will be minor removal of the existing pavement due to demolition of the existing CBP and construction of the proposed CBP. No re-profiling of the Site will be required for the Proposed Development.

6.2.5 Removal of the existing pavement would be limited within the footprint of the steel structure of the existing CBP and Proposed Development. As a conservative approach, it is assumed that the existing pavement of the whole site will be removed for assessment purpose for the worst-case scenario. According to the most recent Site visit carried out on 7 November 2019, the Site is entirely paved. Assuming a typical slab thickness of 0.2m, approximately 1,409m^3 (7,044m^2 x 0.2m) or 3,382 tonnes waste concrete (based on a concrete density of 2,400kg/m^3) of paving to be disposed of.

6.2.6 As no re-profiling of the Site is required, only minor excavation materials will be generated from the Site during the construction phase, and the associated waste generated is considered as insignificant which should be less than 2 tonnes.

6.2.7 Since the existing plant and its equipment are made of steel, the Applicant has confirmed that there was no asbestos containing material currently in the Site and will not use any asbestos containing material during the construction and operation of the proposed CBP. As such, there will be no asbestos containing material arising from the Project works.

Table 6-1 Total Estimated Inert C&D Materials Generated During Construction

Inert C&D Material Type	Estimated Inert C&D Material Generation (Tonnes)
Paving (assumed to be removed for the worst-case scenario for assessing waste management)	3,382
Excavated Materials	2
Total	**3,384**

6.2.8 In total, therefore, an estimated totally 3,384 tonnes of inert C&D materials may be generated from paving throughout the 1 year construction period, equivalent to around 10.8 tonnes per day (tpd) (3,384 tonnes ÷ ((6/7) x 365 days) = 10.8 tpd) on average assuming 6 working days per week.

6.2.9 Inert C&D materials should be reused on-site as far as practicable and efforts should be made to optimise cut and fill requirements during the detailed design. Good site practice and mitigation measures should be implemented, as recommended in ***Section 6.3***. The remaining materials should be sent to pubic fill reception facilities, Fill Bank at Tuen Mun Area 38 and Fill Bank at Tseung Kwan O Area 137.

6.2.10 As no backfilling shall be required for the construction, not much of the inert C&D material is expected to be re-used onsite. Hence, the inert C&D material of 10.8tpd will be disposed of at public fill reception facilities. Moreover, the reuse of inert C&D materials in public filling reception facilities would be agreed with relevant authorities before disposal.

6.2.11 With the implementation of the recommended good site practice and mitigation measures, no adverse waste impact from the handling, transportation or disposal of inert C&D materials during construction of the Project is anticipated.

Non-inert C&D Materials (or C&D Waste)

6.2.12 Non-inert C&D materials (or C&D waste), are those which can decompose such as bamboo, timber, vegetation, packaging waste and other organic material, and which are therefore unsuitable for land reclamation.

6.2.13 The major source on non-inert C&D materials during construction will be building waste including non-inert C&D materials such as timber formwork, packaging waste, and metal generated by demolition of the existing CBP.

6.2.14 In considering the proposed development is a concrete batching plant mainly constructed by metal structures via welding. The quantity of construction waste generated would be the metal generated by demolition of the existing plant. As advised by the Applicant, around 800 tonnes steel was used for the construction of the existing plant. Hence, 800 tonnes metal waste is estimated to be generated during demolition of the existing plant as the worst case scenario.

6.2.15 For the non-inert waste other than metals such as timber formwork, package waste, etc., such kinds of waste are expected to be no more than 2 tonnes in total. On-site sorting should be carried out for non-inert C&D materials generated from the works. Recyclable materials, such as metal, paper product, timber and plastic, should be collected by local recyclers for recycling. All non-inert C&D materials should be recycled as far as possible and landfill disposal should be adopted as the last resort. This nearest disposal facility is North East New Territories Landfill (NENT) Landfill. Considering the amount of non-inert waste other than metals will be relatively small, it is assumed that all these kinds of waste will be disposed of at landfill.

6.2.16 With the implementation of the recommended good site practice and mitigation measures, no adverse waste impact from the handling, transportation or disposal of non-inert C&D materials (or C&D waste) during construction of the Proposed Development is anticipated.

General Refuse

6.2.17 General refuse from workers is similar to domestic waste and includes food packaging and organic materials.

6.2.18 The numbers of workers will depend on the construction methods employed and on which contractor carries out the work. Based on industry experience, we estimate the number of construction workers for a project of this size would average around 50 per day over the 1 year construction period.

6.2.19 Each construction worker will generate general refuse, which is similar to domestic waste. Plate 2.7 of *Monitoring of Solid Waste in Hong Kong – Waste Statistic for 2020* ("Waste Statistics for 2020") published in December 2021 identifies that the per capita domestic waste disposal rate in 2020 was 0.91kg/person/day, although the per worker generation rate of general refuse will likely be less than this. However, to be conservative, the per capita domestic waste disposal rate in 2020 has been adopted for general refuse generation by construction workers. On this basis:

General Refuse/Day	=	No. of workers/day x per capita generation rate
	=	50 workers x 0.91kg/workers/day
	=	45.5kg/day
Total General Refuse	=	General Refuse/Day x Duration of construction contract

= 45.5kg/day x (6 working days/7 days per week X 365 days per year x 1 year)

= 14,235kg

= 14.2 tonnes

6.2.20 Hence, an estimated 14.2 tonnes of general refuse may be generated throughout the 1 year construction period.

6.2.21 On-site sorting for general refuse generated from the works should be carried out. Recyclable materials, such as metal, paper and plastic, should be collected by local recyclers for recycling. All general refuse should be recycled as far as possible and landfill disposal should be adopted as the last resort. This nearest disposal facility is North West New Territories Transfer Station (NWNTRTS).

6.2.22 Plate 3.2 of Waste Statistics for 2020 identifies that in 2020, the recovery rate of domestic waste is 19%. It is therefore estimated that 19% of general refuse (i.e. 2.7 tonnes) of general refuse could be reused and recycled by the recyclers. The surplus general refuse of 11.5 tonnes would be disposed of at the NWNTRTS.

6.2.23 With the implementation of the recommended good site practice and mitigation measures, no adverse waste impact from the handling, transportation or disposal of general refuse from workforce during construction of the Proposed Development is anticipated.

Chemical Waste

6.2.24 No hazardous materials or hazardous wastes are expected to be generated during the construction phase. Since majority of maintenance/repairing for construction equipment will be carried out off-site during construction stage, only several hundred kilograms of chemical wastes including waste batteries, lubricating oil, waste paints and waste lamp may be generated due to the small scale of the works. As a conservative approach, it is assumed that 1 tonnes of chemical waste will be generated during the construction phase.

6.2.25 The Contractor shall register as a Chemical Waste Producer under the WDO. All chemical waste shall be stored at a properly designed chemical waste storage area located within the construction site in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. A licensed collector shall be employed by the Applicant to handle and dispose of all chemical wastes, e.g. at the Chemical Waste Treatment Centre (CWTC) at Tsing Yi, or other facility approved by EPD.

6.2.26 With the implementation of the recommended good site practices and mitigation measures, no adverse waste impact from the handling, transportation or disposal of chemical waste during the construction of the Proposed Development is anticipated.

Summary

6.2.27 The types and estimated quantities of different types of wastes generated during the construction phase are summarised in ***Table 6-2***.

Table 6-2 Estimated amount of different types of wastes to be generated during construction phase

Waste Type	Estimated Quantity (Tonnes)	Key Sources Of Waste Generation	Management Option	
			Reuse / Treatment	Disposal
Inert C&D Material				
Paving	3,382	Site clearance and formation within the footprint of the existing CBP and the proposed CBP	The opportunities for on-site reuse of inert C&D materials will be considered and maximized.	The surplus inert C&D material will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137.
Excavated Material	2	Minor excavation works		
Non-inert C&D Material				
Building Waste (metal)	800	Demolition of the existing CBP	About 800 tonnes metal wastes to be recycled by recycler.	All building waste (i.e. metal) will be recycled. No or negligible amount of metal waste will be disposed of.
Building Waste (timber, packaging, etc.)	2	Demolition of the existing CBP	To be recycled as far as practicable and the amount of recycling assumed to be negligible for the worst-case scenario.	About 2 tonnes to be disposed of at landfill.
General Refuse	14.2	Construction workers and site office	About 2.7 tonnes to be recycled by recyclers.	About 11.5 tonnes to be disposed of at NWNTRTS.
Chemical Waste	1	Waste batteries, lubricating oil and waste paints, etc.	All to be collected by the licensed chemical waste collector and treated in the CWTC.	

Operation Phase

6.2.28 During the operation phase, Municipal Solid Waste (MSW) from onsite staff and truck drivers will be generated, and the major type of wastes generated during operation will be cementitious cake. Chemical wastes will be also generated from the maintenance of the plant equipment.

6.2.29 According to Plate 2.7 of Waste Statistic for 2020, the most recent per capita disposal rates of MSW to be 1.44kg/person/day. The estimated total staffs of the Proposed Development would be 22 people, so the quantity of MSW disposed of is expected to be about 11.6 tonnes per year on assuming 7 working days per week.

6.2.30 Plate 3.2 of Waste Statistics for 2020 identifies that in 2020, the recovery rate of MSW is 28%. It is therefore estimated that 28% of MSW (i.e. 3.2 tonnes per year) could be reused and recycled by the recyclers.

6.2.31 The surplus MSW of 8.4 tonnes per year (i.e. 0.023 tpd on assuming 7 working days per week) would be disposed of at the NWNTRTS.

6.2.32 Since MSW will be collected on a regular basis by registered waste collectors and will be disposed at a landfill managed by EPD, no adverse waste impacts from handling, transportation or disposal are anticipated. Nevertheless, to minimise MSW generation mitigation measures proposed in ***Section 6.3*** should be implemented.

6.2.33 Several hundred kilograms of chemical wastes including waste batteries and lubricating oil may be generated due to maintenance of the plant equipment per year. As a conservative approach, it is assumed that 1 tonnes of chemical waste will be generated per year during the operation phase. The Applicant shall register as a Chemical Waste Producer under the WDO. The handling of chemical waste during the operation of the proposed CBP should follow the requirements of collection, storage, handling, labelling of containers of chemical waste governed under Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C). A licensed collector shall be employed by the Applicant to handle and dispose of all chemical wastes, e.g. at the Chemical Waste Treatment Centre (CWTC) at Tsing Yi, or other facility approved by EPD. Hence, no adverse impact from chemical wastes is anticipated.

6.2.34 Besides, cementitious cake, the major type of waste, will be also generated from the sedimentation tank for recycling the wastewater from runoff and wheel washing facilities. As estimated by the Applicant based on their experience from a concrete batching plant with similar capacity, the quantity of cementitious cake generated from the sedimentation tank is about 15 tonnes per day in average. It is assumed that the proposed CBP will generate similar amount of cementitious cake during its operation. There is no opportunities for recycling the cementitious cake onsite. The cementitious cake will be therefore reused at Public Fill Reception Facilities. Hence, the estimated quantity of cementitious cake would be reused offsite is about 5,475 tonnes per year.

6.2.35 The type and estimated quantities of different types of wastes generated during the construction phase are summarised in ***Table 6-3***.

Table 6-3 Estimated amount of different types of wastes to be generated during operation phase

Waste Type	Estimated Quantity (Tonnes / Year)	Key Sources Of Waste Generation	Management Option	
			Reuse / Treatment	Disposal
MSW	11.6	Site staff	About 3.2 tonnes to be recycled by recyclers per year.	About 8.4 tonnes to be disposed of at NWNTRTS per year.
Cementitious Cake	5,475	Sedimentation tank	Nil	All to be reused at Public Fill Reception Facilities.

Waste Type	Estimated Quantity (Tonnes / Year)	Key Sources Of Waste Generation	Management Option	
			Reuse / Treatment	Disposal
Chemical Waste	1	Waste batteries and lubricating oil, etc.	All to be collected by the licensed chemical waste collector and treated in the CWTC.	

6.2.36 With the implementation of the mitigation measures, there should be no adverse waste impact from the handling, transportation or disposal of waste during the operation of the Proposed Development.

6.3 Mitigation Measures

Construction Phase

6.3.1 Waste management shall be controlled through contractual requirements as well as through statutory requirements.

6.3.2 A Waste Management Plan (WMP) should be developed by the contractor before the commencement of any construction works. The objectives of the WMP will be to identify any potential environmental impacts from the generation of waste at the Site; to recommend appropriate waste handling, collection, sorting, disposal and recycling measures in accordance with requirements of the current regulations; and to categorise and permit segregation of C&D materials where practicable (i.e. inert material / non-inert material) for disposal considerations i.e. public fill / landfill.

6.3.3 The contractors should adopt good housekeeping practices with reference to the WMP such as waste segregation prior to disposal. Besides the provision of stockpiling and segregating areas at site, effective collection of site wastes is required to prevent waste materials being blown around by wind, flushed or leached into nearby waters, or creating odour nuisance or pest and vermin problems. Waste storage areas should be well maintained and cleaned regularly.

6.3.4 A trip-ticket system should be established in accordance with DevB TC(W) No. 6/2010 and the Waste Disposal (Charges for Disposal of Construction Waste) Regulation to monitor the disposal of public fill and solid wastes at public filling facilities and landfills, and to control fly-tipping. A trip-ticket system should be included as one of the contractual requirements for the contractor to strictly implement.

6.3.5 Whenever there are excess recyclable construction materials, including bricks, plastics and metals, reuse and recycling should be carried out as far as practicable to minimise the amount of waste disposal. Other inert non-recyclable materials such as concrete, asphalt, etc. should be treated as public fill. Non-inert and non-recyclable wastes should be disposed at designated landfill site.

6.3.6 General refuse should be stored in enclosed bins or compaction units separate from C&D material. A reputable waste collector should be employed by the construction contractor to remove general refuse from the Site, separately from C&D materials. Preferably an enclosed and covered area should be provided to reduce the occurrence of “wind-blown” materials.

6.3.7 For chemical waste, the Contractor should follow the ‘trip-ticket’ system of which the arrangement of production, collection and disposal in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

6.3.8 In addition, the EPD’s RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize

inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

- The Contractor shall observe and comply with the Waste Disposal Ordinance and its subsidiary.
- The Contractor shall submit a Waste Management Plan to the Engineer for approval according to the ADV-19 with appropriate mitigation measures including allocation of an area for waste segregation and shall ensure that the day-to-day site operations comply with the approved waste management plan.
- The Contractor shall minimise the generation of waste from his work. Avoidance and minimisation of waste generation can be achieved through changing or improving design and practices, careful planning and good site management.
- The Contractor shall ensure that different types of wastes are segregated on-site and stored in different containers, skips or stockpiles to facilitate reuse / recycling of waste materials and, as the last resort, disposal at different outlets as appropriate.
- The Contractor shall ensure that Construction and Demolition (C&D) materials are sorted into public fill (inert portion) and C&D waste (non-inert portion). The public fill which comprises soil, rock, concrete, brick, cement plaster/mortar, inert building debris, aggregates and asphalt shall be reused in earth filling, reclamation or site formation works. The C&D waste which comprises metal, timber, paper, glass, junk and general garbage shall be reused and recycled and, as the last resort, disposal of at landfills.
- The Contractor shall record the amount of waste generated, recycled and disposed of (including the disposal sites).
- The Contractor shall use a trip ticket system for the disposal of C&D materials to any designated public filling facility and/or landfill.
- Training shall be provided for workers about the concepts of site cleanliness and appropriate waste management procedure, including waste reduction, reuse and recycling.
- The Contractor shall observe and comply with the Waste Disposal (Chemical Waste) (General) Regulation.
- The Contractor shall apply for registration as chemical waste producer under the Waste Disposal (Chemical Waste) (General) Regulation when chemical waste is produced. All chemical waste shall be properly stored, labelled, packaged and collected in accordance with the Regulation.

Operation Phase

6.3.9 The plant management shall encourage reuse and recycling of MSW in line with government policy. The waste management hierarchy shall be adopted by the building management to manage MSW in a sustainable manner. The waste management hierarchy is a concept which shows the desirability of various waste management methods and comprises the following in order of preference:

- Avoidance.
- Minimisation.
- Recycling/reuse.

6.3.10 MSW such as general refuse, food waste, food packaging, paper, can, plastic bottles, etc., which shall be collected and stored in appropriate waste receptacles with a secure lid to minimize the

potential adverse impact due to wind blowing away garbage and to improve hygiene. Recyclable and non-recyclable waste shall be regularly collected by waste collectors and taken off-site for recycling or disposal, respectively.

6.3.11 For the cementitious cake, the Contractor should temporarily store the cementitious cake onsite in a waste hopper with impervious sheeting covering before transferred to Public Fill Reception Facilities for reuse.

6.3.12 For chemical waste, the Contractor should follow the 'trip-ticket' system of which the arrangement of production, collection and disposal in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

6.4 Conclusion

6.4.1 With the development of WMP and to implement the good site practices recommended therein, the waste generation during construction phase can be greatly reduced. Provided that good site practices as recommended in ***Section 6.3*** are followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction phase.

6.4.2 During the operation phase, the major type of waste generated will be MSW and cementitious cake generated from sedimentation tank. Chemical wastes will be generated during maintenance of the plant equipment. Industrial waste will be collected on a regular basis by waste collectors and will be disposed at a landfill managed by EPD. Similarly, the cementitious cake will be also disposed of at the Public Fill Reception Facilities while chemical waste will be disposed of in accordance with the Waste Disposal (Chemical Waste) (General) Regulation. Therefore, there should be no adverse waste impact from the handling, transportation or disposal of waste during the operation of the Proposed Development.

6.4.3 With the implementation of the recommended mitigation measures, adverse waste impacts generated during the construction and operational phases of the Proposed Development are not anticipated.

7 LAND CONTAMINATION

7.1 Environmental Legislation and Standards

7.1.1 The land contamination assessment has been conducted in accordance with the following legislation, standard and guidelines:

- EPD Guidance Note for Contaminated Land Assessment and Remediation.
- EPD Practice Guide for Investigation and Remediation of Contaminated Land.
- Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management

7.2 Assessment Methodology

7.2.1 The assessment for land contamination of the Site was carried out with reference to EPD's Practice Guide. A normal land contamination assessment will involve the following steps:

(a) Carry out site appraisal, including background information collection (if there is any potential land contamination sources and issues identified, steps (b) to (g) shall be carried out).

(b) Design site investigation (SI) strategy and prepare a Contamination Assessment Plan (CAP) for EPD's approval

(c) Conduct SI according to the approved CAP

(d) Interpret SI results and prepare a Contamination Assessment Report (CAR) for EPD's approval

(e) Plan and design remediation strategy and prepare a Remediation Assessment Plan (RAP) for EPD's approval

(f) Carrying out the remediation works

(g) Preparing the Remediation Report (RR) for EPD's endorsement

7.3 Site Appraisal Findings

7.3.1 Site appraisal was conducted with an aim to identify any potential contamination source due to past and present land-use activities at the Site that may have caused land contamination.

Historical Use of the Site

7.3.2 Aerial photographic records for the Site between 1973 and 2019, available at the Survey and Mapping Office (SMO) of Lands Department, were reviewed, these records revealed that the Site was agriculture land prior to 1980s and land contamination issues arising from this agriculture uses was unlikely occurred. In 1986, the Site was transformed into some warehouses. A concrete batching plant located at the northern side of the Site commenced to operate in 1987 and closed in 2000s whereas the eastern and southern sides of the Site remained its use as warehouses. After that, the whole site was transformed into a concrete batching plant since late 2010s. As per Table 2.3 of EPD's Practice Guide for Investigation and Remediation of Contaminated Land, volatile organic chemicals (VOCs), semi-volatile organic chemicals (SVOCs) and petroleum carbon ranges (PCRs) will be potentially emitting from the storage and transfer of residues from physical conversion of earthen materials by sorting, mixing and grinding activities during concrete production. Furthermore, a typical warehouses is commonly adopted as storage of goods or site office only, while the concrete batching plant only consists of temporary steel structures and facilities to handle cement, sand, water, aggregates and ice only, which did/will not involve any chemical manufacturing/processing processes and generally all waste water within the concrete

batching plant are recycled. Although the Site is fully paved with concrete and is separated from the soil underneath, there is still potential land contamination issues associated with the past land use as concrete batching plants. Therefore, investigation on potential land contamination issues are further discussed in ***Sections 7.3.3*** to ***7.4.3***. The historical land uses of the Site based on the aerial photographic records is summarised in ***Table 7-1*** and aerial photographs are provided in ***Appendix R***.

Table 7-1 Historical Land Uses of the Site based on the Aerial Photographic Records

Photo Date	Land Use
December 1973	Agriculture land (whole site area)
August 1986	Warehouse (eastern part of the site)
October 1987	Warehouse (eastern part of the site) and Concrete Batching Plant (northern part of the site)
November 1995	Warehouse (middle part of the site) and Concrete Batching Plant (northern part of the site)
October 1998	Warehouse (eastern part of the site) and Concrete Batching Plant (northern part of the site)
August 2010	Warehouse (whole site area)
March 2019	Existing Concrete Batching Plant (middle part of the site); the ancillary facilities with parking spaces (northern part of the site) and storage (southern and eastern part of the site)

Site Walkover

7.3.3 A site walkover was carried out on 7 November 2019. The Site is currently entirely paved and used as a concrete batching plant. No equipment and vehicles repairing activities were observed onsite. No underground bulk fuel storage tank was identified during the site walkover. All the limited aboveground fuel storage tanks and admixtures tanks within the Site are provided with secondary containments underneath. No leakage of chemicals observed. Hence, no land contamination issue is anticipated due to the existing use as a CBP. The photos of the existing site are shown on ***Appendix S***.

Dangerous Goods & Incident Records

7.3.4 Regional Office (North) of EPD was contacted to review if any record of registered Chemical Waste Producers or accident spillage / leakage of dangerous or chemical is kept by the office. Letter reply confirmed that they do not have any record of chemical spillage / leakage incident at the Site in the past 5 years. In addition, it was checked in EPD office on 12 May 2021 that there is no record of the chemical waste producers at the Site. In addition, Fire Services Department (FSD) was also contacted to review any current/past licences for storage of Dangerous Goods (DG), registration of DG licence, fire incidents, spillage/leakage of DG, etc. relating to the Site. FSP replied and confirmed that there is no record of DG licence, fire incidents or incidents of spillage/leakage of DG were found in connection with the Project Site.

7.3.5 The enquiry letters to EPD and FSD, and responses from EPD and FSD are enclosed in ***Appendix T*** for reference.

Conclusion from Site Appraisal

7.3.6 Based on recorded nature of the past and present land use activities, no obvious contamination issues was identified. In addition, as mentioned in ***Section 7.3.2*** a concrete batching plant only consists of temporary steel structures and facilities to handle cement, sand, water, aggregates and ice only, which did/will not involve any chemical manufacturing/processing processes and generally all water within the concrete batching plant are recycled. Only a small amount of admixture is/will be adopted as the raw materials consumption for concrete mixing, but there are usually drip tray provided for each admixture tanks, with implementation of good site practices by the staff of the CBP, potential leakage from the admixture tanks is considered unlikely. In view of this, the potential land contamination issues due to the past operation of concrete batching plant, and future potential of land contamination issues arising from the operation of the proposed CBP is not anticipated. Nevertheless, there is still potential land contamination issues associated with the previous concrete batching plants operated by another operator in 1990s'. Therefore, steps (b) to (g) of ***paragraph 7.3.1*** shall be required. Because the Site including the existing CBP is currently being in use, it is not appropriate to carry out site investigation at this planning stge. A CAP with the updated site information is recommended to be prepared for EPD's review during the detailed design stage for Phase 1 works described in ***Section 2.2***. The CAR for Phase 1 should be prepared for EPD's review after the site investigation. If land contamination is confirmed, RAP for Phase 1 should be prepared for EPD's review and remediation works should be carried out according to the approved RAP. No commencement of the construction work will be allowed prior to completing remediation works. A RR for Phase 1 should also be prepared for EPD's endorsement to demonstrate that the clean-up of the contaminated land is completed. Updated CAP, CAR, RAP (if contamination is identified) and RR (if contamination is identified) for Phase 2 (***Section 2.2*** refers) shall also be provided.

7.4 Operation of the Proposed Development

7.4.1 Admixtures involved in the concrete production will be stored in a properly designed admixture tanks with secondary containments underneath. Adverse land contamination issue arising from the use of admixtures in concrete production is not anticipated.

7.4.2 As mentioned in ***Section 6.2***, several hundred kilograms of chemical wastes, including waste batteries, lubricating oil, etc., will be generated from the operation of the proposed development per year during operation of the Proposed Development. The Applicant shall register as a Chemical Waste Producer under the WDO. All chemical waste shall be stored at a properly designed chemical waste storage area located within the Site in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. A licensed collector shall be employed by the Applicant to handle and dispose of all chemical wastes, e.g. at the Chemical Waste Treatment Centre ("CWTC") at Tsing Yi, or other facility approved by EPD.

7.4.3 With the implementation of the recommended measures, no adverse land contamination issues associated with the operation of the Proposed Development is anticipated.

7.5 Conclusion

7.5.1 A detailed investigation of the past and present land-use of the Project Site was carried out. There is potential land contamination issues associated with the previous concrete batching plants operated by another operator in 1987 and 1998. It is concluded that the land contamination issues due to the past operation of the concrete batching plant, as well as any potential land contamination issues arising from the future operation of the Site are unlikely be occurred owing to the nature of the concrete production works. Nonetheless, a CAP of phase 1 is recommended to be prepared for EPD's endorsement during the detailed design stage. The CAR of phase 1 should be prepared for EPD's approval after the site investigation. If land contamination is confirmed, RAP of phase 1 should be prepared for EPD's approval and

remediation works should be carried out according to the approved RAP. No commencement of the construction work will be allowed prior to the completion of the remediation works. A RR of phase 1 should also be prepared for EPD's endorsement to demonstrate that the clean-up of the contaminated land is completed. Updated CAP, CAR, RAP (if contamination is identified) and RR (if contamination is identified) for Phase 2 (***Section 2.2*** refers) shall also be provided.

7.5.2 During operation phase, no adverse land contamination issue is anticipated with the implementation of the recommended measures.

Figure 7-1 Location of Proposed Land Contamination Assessment Area

8 CONCLUSION

8.1.1 The potential environmental impacts arising from the operation of the proposed Concrete Batching Plant ("CBP") in Ping Che have been assessed.

8.1.2 During the construction phase, construction dust, noise, surface run-off and waste are unlikely to cause any unacceptable environmental impacts provided that the standard pollution control measures recommended are implemented.

8.1.3 During the operation phase, the conclusions of the impact assessments are as follows:

Air Quality

8.1.4 Respirable Suspended Particulates ("RSP"), Fine Suspended Particulates ("FSP") and Nitrogen Dioxide ("NO_2") will be the major air pollution concerns during the operation phase of the Reinstated CBP. A site visit was conducted on 7 November 2019. Based on the site visit and the information provided on the survey map, nearby Air Sensitive Receivers ("ASRs") within 500m of the Site were identified.

8.1.5 The background RSP, FSP and NO_2 co ncentrations of the works area have been estimated based on the data extracted from EPD's PATH v2.1 model. Cumulative air quality impacts were assessed using EPD-approved dispersion modelling including AERMOD, EMFAC HK Version 4.3 and CALINE4 arising from the operation phase of the proposed CBP and vehicular emissions, respectively, as well as background concentrations within 500m Study Area from the project boundary of the proposed CBP.

8.1.6 The Applicant has confirmed that no generator sets will be used for production within the Site. Furthermore, the engines of all trucks will be switched off whilst queuing/waiting within the Site and whilst loading/ unloading.

8.1.7 At the ASRs, the predicted 10th highest daily average RSP and annual average RSP ranged from 68.7µg/m^3 to 82.0µg/m^3 and from 28.3µg/m^3 to 36.5µg/m^3, respectively. The predicted 10th highest daily average RSP and annual average RSP concentrations are well within their corresponding AQOs of 100µg/m^3 and 50µg/m^3 respectively. For the predicted 36th highest daily average FSP and annual average FSP ranged from 25.6µg/m^3 to 29.9µg/m^3 and from 16.2µg/m^3 to 19.5µg/m^3 respectively. The predicted 36th highest daily average FSP and annual average FSP concentrations are well within their corresponding AQOs of 50µg/m^3 and 25µg/m^3 respectively. In addition, the predicted 19th highest hourly NO_2 and annual NO_2 ranged from 104.0µg/m^3 to 154.3µg/m^3 and from 13.4µg/m^3 to 27.0µg/m^3. The predicted 19th highest hourly average NO_2 and annual average NO_2 concentrations are well within their corresponding AQOs of 200µg/m^3 and 40µg/m^3 respectively.

8.1.8 Nevertheless, dust mitigation during the operation phase is still recommended to further reduce dust impacts:

- The whole site shall be paved by concrete.
- Dust collectors shall be installed at the silos and the enclosure of the mixing plant to minimise dust emissions.
- Conveyors and mixing plant shall be enclosed.
- The aggregate stockpile shall be covered entirely by impervious sheeting.

8.1.9 The air quality assessment has concluded that operation of the Reinstated CBP will not cause any unacceptable air quality impacts to the surrounding areas or to local residents. The operation details of the Reinstated CBP will be refined in the detailed design stage when applying for the Specified Process (SP) Licence. An Air Pollution Control Plan (APCP) shall be prepared to support

the SP Licence in accordance with Sections 14, 14A and 15 of the APCO. The APCP shall demonstrate full compliance with the AQOs for obtaining the SP Licence for the Reinstated CBP.

Noise

8.1.10 Based on the site visits in November 2019 and the information provided on the survey map, NSRs within 300m of the Site and along the local access road were identified. A number of structures on the survey map that turned out to be abandoned structures, or even no longer in existence, such as the former Ping Yeung Public School, and so these are not considered to be NSRs.

8.1.11 For construction noise from new plant and associated superstructures and demolition noise from existing plant, no unacceptable noise impact on all identified NSRs due to the Proposed Development is anticipated.

8.1.12 For industrial noise, in order to achieve a low operational noise level, a number of noise reduction measures will be required in the design of the proposed CBP as recommended in ***Section 4.6.11*** of this EA Report.

8.1.13 For the noise impact arising from off-site traffic, no unacceptable noise impact on the NSRs due to the Proposed Development is anticipated with reference to the traffic noise results.

8.1.14 The industrial and traffic noise assessment has concluded that with implementation of proposed noise mitigation measures, operation of the CBP to be reinstated will not cause any unacceptable noise impacts to the surrounding NSRs.

Water Quality

8.1.15 During the construction and demolition phase, no extensive land formation works will be required while minor excavation works will be carried out. Since all the structures of the proposed CBP will be precast, and only minor excavation works will be required within the Site. Therefore adverse water quality impacts arising from these construction works is not anticipated. With the provision, implementation and maintenance of the mitigation measures recommended in ***paragraphs 5.4.1*** to ***5.4.3***, no adverse water quality impact due to the construction and demolition phases of the Proposed Development is anticipated.

8.1.16 For the sewage generated by the on-site staff and truck drivers. Such sewage would be stored in a temporary sewage storage tank connected to container toilets for off-site disposal. All process wastewater from wheel washing facilities will be passed through a filter press to produce reusable water and a “clay cakes” residue. All of the process wastewater generated within the CBP will be reused within the CBP and there will be no discharge of process wastewater off-site.

8.1.17 Stormwater drains will be provided within the site to collect uncontaminated rainwater during storm events. This will be collected and discharged as clean water. The stormwater drains will be designed to ensure that stormwater does not mix with process water collected elsewhere. The stormwater drains will also be well maintained and kept clear of any litter or cement residues at all times to ensure that any water discharged via these drains is uncontaminated.

8.1.18 The water quality assessment has concluded that with recycling of process water and the provision of toilets, operation of the Reinstated CBP will not cause any unacceptable water quality impacts to the surrounding areas or to local residents.

Waste Management

8.1.19 The waste management assessment has concluded that construction and operation of the proposed CBP will not cause any unacceptable waste impacts to the surrounding areas or to local residents.

Land Contamination

8.1.20 A detailed investigation of the past and present land-use of the Project Site was carried out. There is potential land contamination issues associated with the previous concrete batching plants operated by another operator in 1990s'. A CAP is recommended to be prepared for EPD's endorsement during the detailed design stage. The CAR should be prepared for EPD's approval after the site investigation. If land contamination is confirmed, RAP should be prepared for EPD's approval and remediation works should be carried out according to the approved RAP. No commencement of the construction work will be allowed prior to the completion of the remediation works. A RR should also be prepared for EPD's endorsement to demonstrate that the clean-up of the contaminated land is completed.

8.1.21 During operation phase, no adverse land contamination issue is anticipated with the implementation of the recommended measures.

Overall Conclusions

8.1.22 The mitigation measures recommended to be implemented for different environmental aspects are summarised in below:

Table 8-1 Summary of Mitigation Measures for Different Environmental Aspects

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
Air	During Construction Phase: • Whole CBP Site: Follow the *"Air Pollution Control (Construction Dust) Regulation"* to ensure effective dust abatement measures have been properly implemented to reduce dust emissions for the relevant construction activities. • Whole CBP Site: Any notifiable work defined under the above regulation shall give advance notice to EPD, the contractor shall ensure that the notifiable and regulatory works are carried out with the Schedule of the Regulation. Dust control and suppression measures shall be provided in the Schedule. During Operation Phase: • Whole CBP Site: The whole site shall be paved by concrete. • Cement/PFA/GGBS/Silica Silos: Dust collectors shall be installed at the silos and silos shall be equipped with high level alarms to warn of over filling. Seating of pressure relief valves of all silos shall be checked at least once a week. Dust accumulated shall be properly handled. • During unloading of cement/PFA/GGBS/silica fume from tankers to the relevant silos via the pneumatic system, dust-laden air will be vented to the dust collector, in order to abate the dust emissions and comply with the BPM3/2(16) limit. • Receiving hoppers: During unloading of materials, the receiving hoppers shall be enclosed on three sides up to 3m above the unloading point. In no case shall these hoppers be used for material storage. Water spraying device shall be operated during the unloading of aggregate/crushed fines/sand. • Concrete Mixer: The enclosure of the mixing plant to minimise dust emissions. • Conveyors: Fully enclosed.

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	• Mixer trucks: Closure device shall be provided for preventing spillage of concrete. • Access roads: Shall be paved and adequately wetted. • Site Exit: Shall be provided with wheel washing facilities.
Noise	During Construction Phase: • Whole CBP Site: Quality PME and quiet construction method should be adopted if possible. • Whole CBP Site: The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented. • Whole CBP Site: Noisy equipment and noisy activities should be located as far away from the NSRs as is practical. • PME: PME should be kept to a minimum and the parallel use of noisy equipment/ machinery should be avoided. • PME: Use noise barriers or enclosure for the PME if appropriate. • PME: Implement good house-keeping and provide regular maintenance to the PME. • Spot check resultant noise levels at nearby NSRs. During Operation Phase: • Concrete Mixer (concrete collecting activities): The semi-enclosure for the concrete mixing plant shall be with acoustic panels with an overall Noise Reduction (NR) of at least 10 dB(A). • Conveyor: The entire conveyor except the opening for aggregates unloading shall be provided with a noise enclosure with an overall NR of at least 10 dB(A). • Air compressor, water/ admixture pump, filter fan (mixing unit) and filter fan (silo): These equipment should be located inside the semi-enclosed concrete mixing plant and openings of the enclosure (minimum surface density of 10kg/m^2) shall be properly sealed to minimise noise leakage. • Site Boundary: The proposed 4m barrier (minimum surface density of 10kg/m^2) at the site boundary to screen the vehicle movement noise.
Waste Management	During Construction Phase: • The opportunities for on-site reuse of inert C&D materials will be considered. • The surplus inert C&D material will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137. • About 800 tonnes non-inert C&D Materials i.e. metal wastes will be recycled by recycler. • For the non-inert C&D waste other than metal (e.g., timber, packaging, etc.), the opportunities for on-site reuse of non-inert C&D materials will be considered. For the worst-case scenario, about 2 tonnes of such kinds of non-inert C&D waste will be disposed of at landfill. • About 2.7 tonnes General Refuse will be recycled by recyclers. • About 1.5 tonnes General Refuse will be disposed of at NWNTRTS.

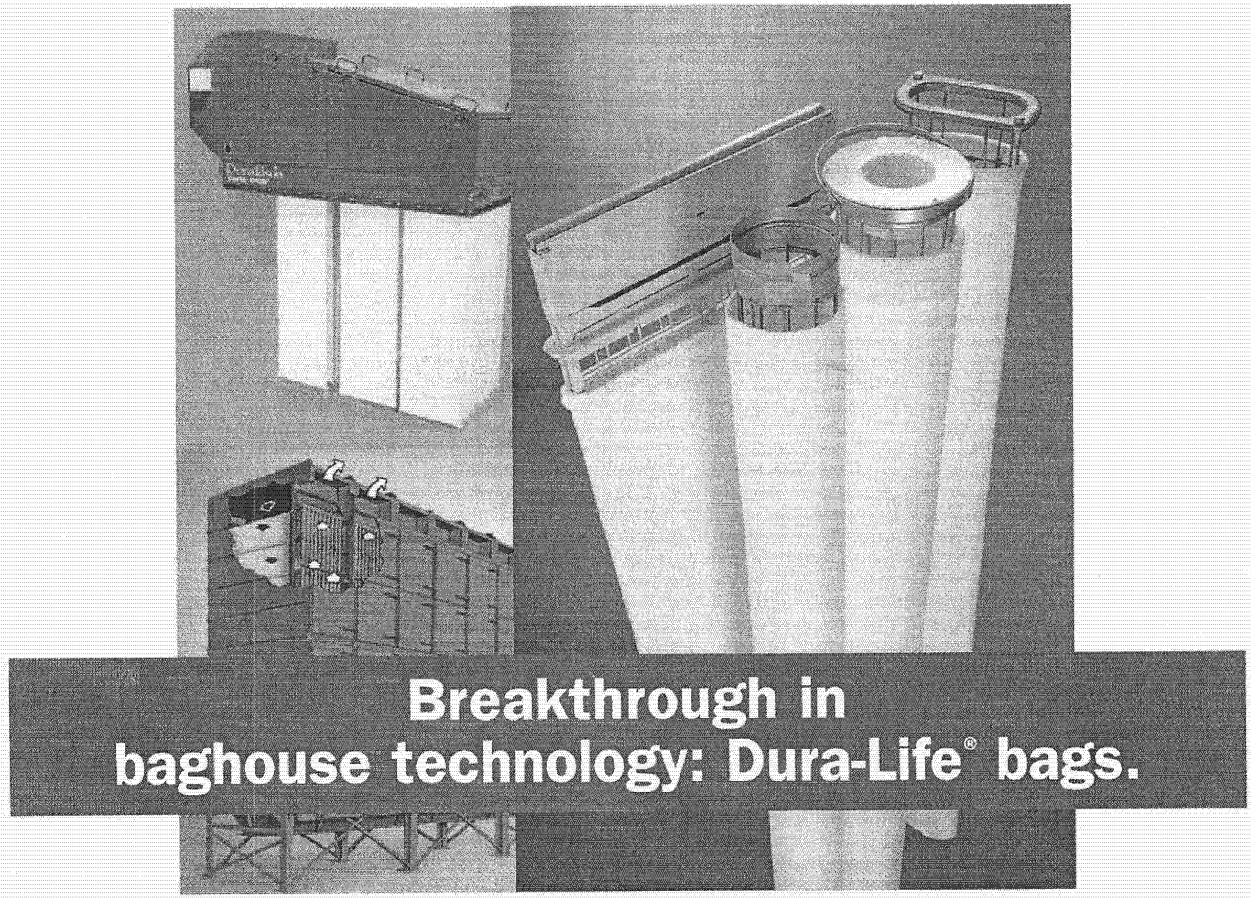
ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	• Less than 1 tonnes of chemical wastes including waste batteries, lubricating oil and waste paint will be collected by licenced chemical waste collector and treated in the CWTC. During Operation Phase: • About 3.2 tonnes of industrial waste will be recycled by recyclers per year, while about 8.4 tonnes will be disposed of at NWNTRTS per year. • All cementitious cake generated will be reused at Public Fill Reception Facilities. • Less than 1 tonnes of chemical wastes including waste batteries and lubricating oil, etc., will be collected by the licensed chemical waste collector and treated in the CWTC per year.

Water	During Demolition and Construction Phases:
	• The demolition and construction contractors shall follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 1/94 for construction site drainage:
	• Follow the good engineering practice as specified in EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract.
	• Portable toilets should be provided for construction workers. These will be supplied, maintained and emptied (at a sewage treatment facility) by a specialist contractor.
	
	During Operation Phase:
	• Wastewater generated from sprinklers and wheel washing facilities will be collected and diverted to the sedimentation tank for silt removal
	• Sewage generated during the operation phase will be stored in a temporary sewage storage tank connected to container toilets for offsite disposal.
	• A contingency plan should be prepared by the Applicant to state the details of action in case of emergency, such as tank leakage and overflow
	  ○ In case of emergency, site staff shall check the impact on the hydraulic condition and performance of the wastewater treatment facilities.
	  ○ In case of power failure, plant staff should provide emergency generators or alternative power supply to the wastewater treatment facilities.
	  ○ In case of fire outbreak, plant staff should check and isolate the power supply to the equipment on fire and fight the fire under safe condition. If the fire cannot be controlled, plant staff should dial 999 or the local Fire Station.
	  ○ In case of wastewater overflow or pipe leakage, site staff should arrange diversion of park of the influent to standby tanks.
	• silt/sand traps should be provided for the drainage systems to trap debris/oil before discharge

8.1.23 Overall, this EA Report has concluded that the proposed CBP will not result in any unacceptable environmental impacts during the construction, demolition or operation phases, provided that recommended mitigation measures are implemented and good site practices are adopted.

Appendix A PRODUCT CATALOGUE OF DUST COLLECTORS TO BE ADOPTED

Donaldson.
FILTRATION SOLUTIONS



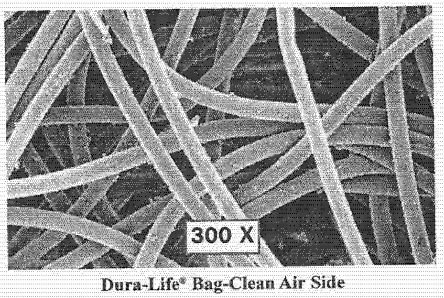
▶ **Dura-Life® bags are standard on Donaldson Torit® DCE® bag collectors and available as replacement for all brands of baghouse collectors.**

Dura-Life® : The filter which

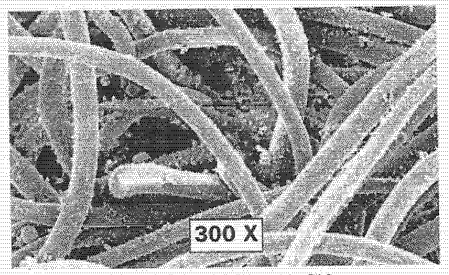
Dura-Life® – A breakthrough for bag users.

▶ Polyester bags are woven with a needling process that creates larger pores where dust can embed into the fabric, inhibiting cleaning and reducing bag life. Dura-Life bags are engineered with a unique hydro-entanglement process that uses water to blend the fibres, resulting in:

- More uniform material with smaller pore size
- Better surface loading of dust that prevents penetration deep into media
- Improved pulse cleaning and lower pressure drops
- Bags with longer life and greater value



Dura-Life® Bag-Clean Air Side



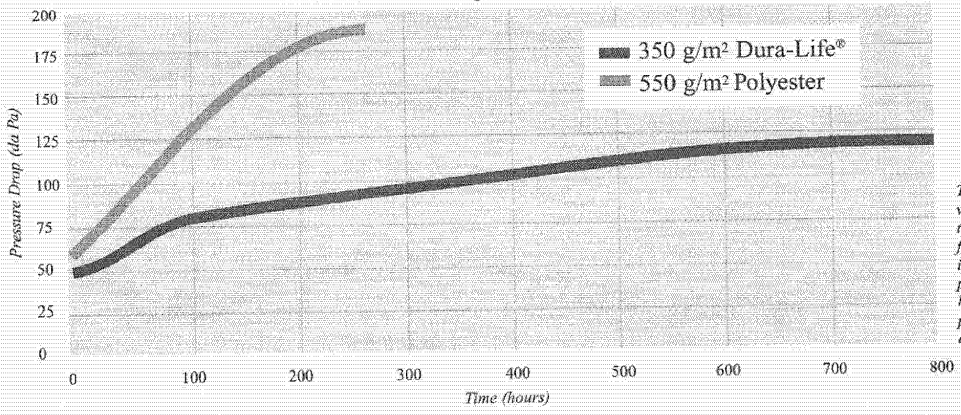
Polyester Bag-Clean Air Side

These photos were taken with a scanning electron microscope of bag media within a collector that was filtering fly ash. The bags were removed after 2.700 hours of use. Air-to-media ratio was 1.4 m /min. Pressure drop was 152 da Pa on polyester bags and 51 da Pa on Dura-Life®.

Dura-Life® bags last 2-3 times longer than standard polyester.

▶ Pressure drop increases at a faster rate with polyester bags due to dust embedding in the media, shortening bag life and forcing more frequent bag changes. Dura-Life bags, with surface loading of dust, better pulse cleaning and a lower pressure drop, perform far longer than polyester bags.

Better Surface Loading Results in Longer Bag Life



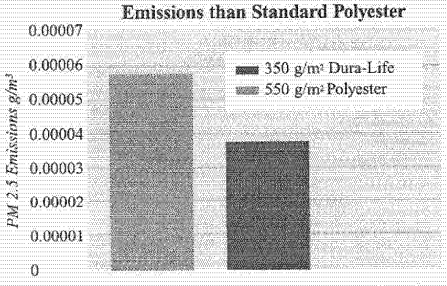
These results were derived in accelerated lab tests, which correlate to field tests results, showing that Dura-Life® will provide 2-3 times more life than standard 550 g/m² polyester bags in most applications.

lasts 2 to 3 times longer.

Dura-Life®
provides 30% fewer emissions.

Dura-Life bags have been shown to produce lower emissions than the 550g/m² polyester material used in most standard bags. Dura-Life media is more efficient at capturing dust, even 2.5 micron or smaller particles, reducing the amount of dust that escapes into the air. This helps to keep the workplace and environment cleaner. Dura-Life media has been tested and received EPA PM 2.5 performance verification from the Environmental Technology Verification (ETV) Program via ASTM D 6830-02.

Dura-Life® Media Provides Lower Emissions than Standard Polyester



These flat sheet results are based on independent lab tests accomplished 2001 using ASTM D 6830-02 EPA PM 2.5 performance verification from the Environmental Technology Verification (ETV) Program comparing Dura-Life media from PGI vs. standard 550 g/m² polyester.

Dura-Life® bags are the clear choice for savings.

With Dura-Life, there are fewer bag changes, resulting in labour and replacement bag savings and less production downtime. Unique Dura-Life technology traps dust on the surface of the bag, allowing dust to be easily pulsed off during cleaning resulting in lower pressure drop and annual energy savings.

Labour and Bag Cost Savings Due to Fewer Bag Changes

Number of Dura-Life Bags	Maintenance & Bag Cost Savings
500	€ 4.195,–
400	€ 3.355,–
300	€ 2.517,–
200	€ 1.678,–
100	€ 839,–
60	€ 504,–
30	€ 252,–

Labour & Bag Cost Savings of 4.195,– € or more per Dura-Life change-out

These calculations are based on the following assumptions: standard polyester bags are replaced annually, Dura-Life® bags provide twice the life of standard polyester bags, time-and-a-half labour rate equals 55,–€/hr including benefits, and a three-person crew can replace 40 bags/h. Labour and bag cost savings can further increase with larger collectors.

Annual Energy Savings of 5.040,– € or more

Annual Energy Savings Due to Reduced Pressure Drop

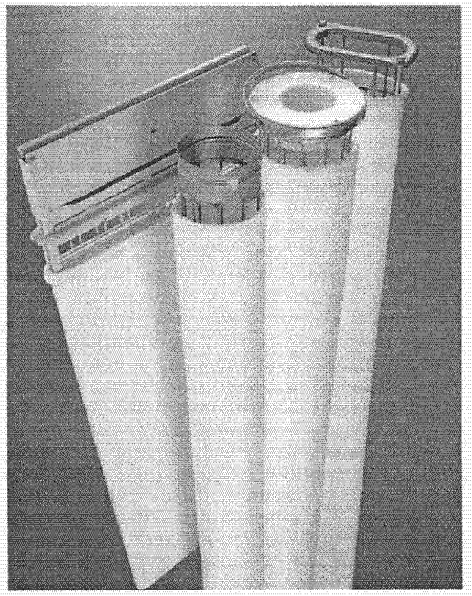
	Standard Polyester Bags	Dura-Life Bags
Filter Bags	500	500
da Pa	125	75
m³/h	97.000	97.000
Motor KW	90	90
Consumed KW *	45	27
Annual Energy Use	€ 12.600,–	€ 7.560,–

** Consumed KW to overcome the operating Delta P*

This is one example; energy savings can further increase with larger collectors. These energy savings are calculated based on the following assumptions: Baghouse collector runs 2 shifts per day, 5 days a week (4.000 hours per year) and energy costs are 7 cents/Euro per kilowatt hour.

Breakthrough in baghouse technology: Dura-Life® bags.

- Advanced hydroentanglement technology extends bag life
- Maintenance costs are reduced with longer bag life
- Energy savings result from lower pressure drop
- Smaller particles are captured with greater efficiency
- 99.9% efficiency helps provide a cleaner, safer environment



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Appendix B LETTER FROM EPD ON SP LICENCE INFORMATION

本署檔號 ( ) in EP/RN/433317
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來函檔號
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Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
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環境保護署
環保法規管理科
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香港新界沙田
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沙田政府合署 10 樓

By Email Only

17 July 2020

SMEC Asia Limited
27/F, Ford Glory Plaza
37-39 Wing Hong Street
Cheung Sha Wan, Kowloon
Hong Kong

(Attn.: Mr. Anthony WONG, Technical Director – Water & Environment)

Dear Sir,

S16 Planning Application for Temporary Use in Ping Che, New Territories
Request for Reviewing the Existing Specified Process (SP) Licence Register, Block Plans, Schematic Diagram and Air Pollution Control Plans (APCPs) in Ping Che

I refer to your letter dated 15 July 2020 requesting for information of SP Licence for your environmental assessment for the captioned planning application.

Please be informed that we have no records of specified processes with chimney at the concerned assessment area. Please note that a register of Specified Processes Licence under the Air Pollution Control Ordinance is open for inspection by the public during normal office hours in the department. The register contains prescribed particulars such as registered name, location, etc. If you would like to inspect this register, you may approach our regional offices.

While we have made a reasonable effort to ensure the completeness and accuracy of the information provided, you should comprehend that the information is provided as is and EPD is not responsible or liable for any claim, loss or damage resulting from the use of this information.

Should you have any queries, please contact the undersigned at 2158 5832.

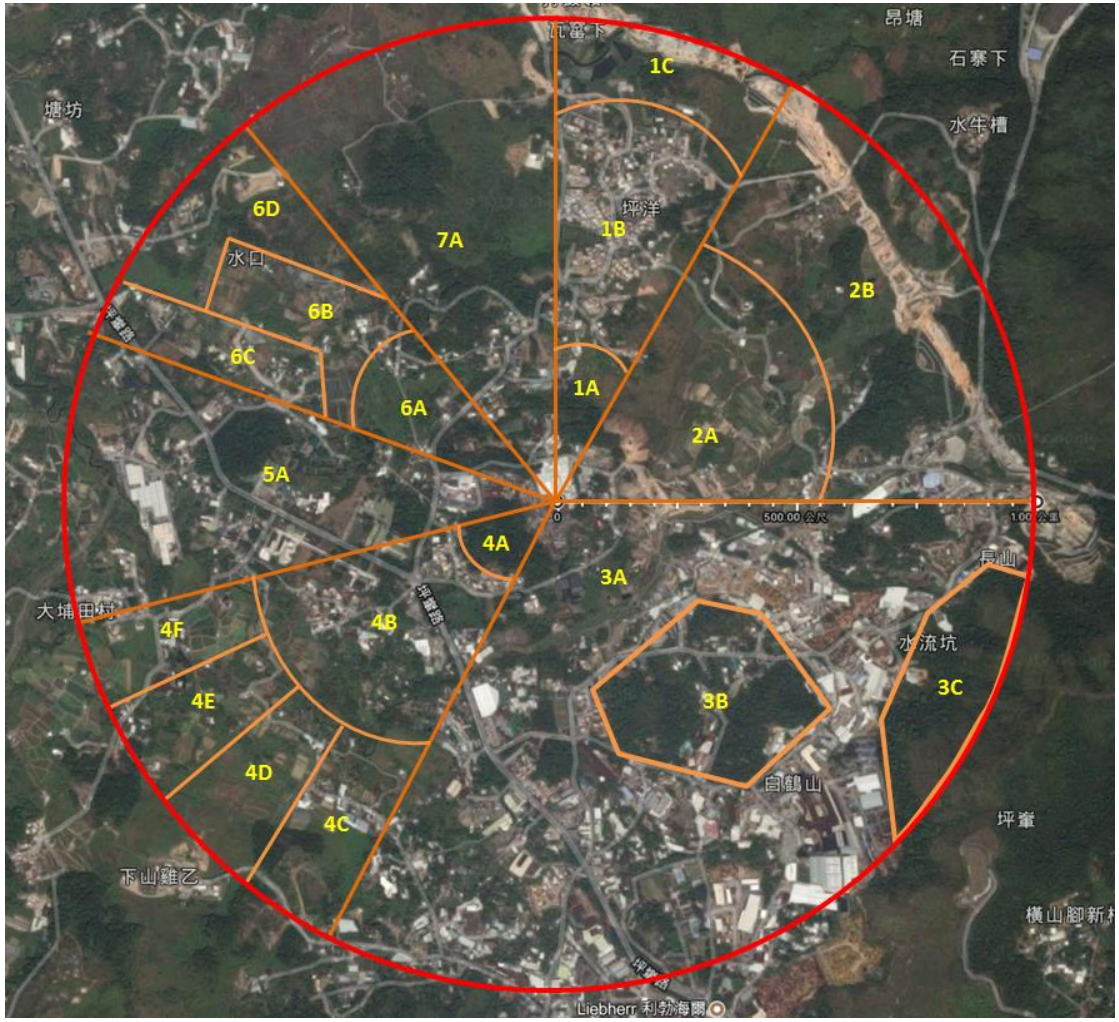
Yours faithfully,

(Karen HUI)
Environmental Protection Officer
Regional Office (North)
for Director of Environmental Protection

Appendix C ASSUMPTIONS OF LANDUSE CHARACTERISTICS PARAMETERS FOR AERMET

1. Surface Roughness – 1 km around the Project Site

- Surface roughness length should be estimated based on an inverse-distance weighted geometric mean for a default upwind distance of 1 kilometre relative to the measurement site and the sector widths are at least 30 degrees as recommended in AERMOD Implementation Guide. The 1 kilometre domain around the site are as follows:



Surface Roughness Calculation

Sectors	Characteristics	Types	Input ID	Angle Start (degree)	Angle End (degree)	Area Fraction within each sector	Area of each sector (km^2)	Distance (km)	Weighting, w (Fraction / Distance) for each sector	Surface Roughness, S(m) in each sub-sector	Inverse distance weighted geometric mean Surface Roughness, Sz (m) of each sector
1	Factories, workshops, storage yard, villiage houses and deciduous forest	Deciduous Forest	1A	0	30	0.13	0.033	0.200	0.6	1.0333	1.015
		Factories, workshops, storage yard and villiage houses	1B			0.63	0.164	0.600	1.0	1.0000	
		Deciduous Forest	1C			0.25	0.065	0.850	0.3	1.0333	
2	Cultivated Land and Deciduous Forest	Cultivated Land	2A	30	90	0.40	0.21	0.350	1.1	0.0933	0.262
		Deciduous Forest	2B			0.60	0.31	0.700	0.9	1.0333	
3	Factories, workshops, storage yard, villiage houses and deciduous forest	Factories, workshops, storage yard and villiage houses	3A	90	210	0.70	0.73	0.500	1.4	1	1.0079
		Deciduous Forest	3B			0.15	0.16	0.550	0.3	1.0333	
		Deciduous Forest	3C			0.15	0.16	0.900	0.2	1.0333	
4	Factories, workshops, storage yard, villiage houses, cultivated and and deciduous forest	Deciduous Forest	4A	210	255	0.05	0.020	0.25	0.2	1.0333	0.5878
		Factories, workshops, storage yard and villiage house	4B			0.35	0.137	0.5	0.7	1.0000	
		Factories, workshops, storage yard and villiage house	4C			0.15	0.059	0.8	0.2	1.0000	
		Cultivated Land	4D			0.15	0.059	0.8	0.2	0.0933	
		Deciduous Forest	4E			0.15	0.059	0.8	0.2	1.0333	
		Cultivated Land	4F			0.15	0.059	0.8	0.2	0.0933	
5	Factories, workshops, storage yard and villiage houses	Factories, workshops, storage yard and villiage houses	5	255	285	1.00	0.262	0.50	2.0	1.0000	1.000

Surface Roughness Calculation

Sectors	Characteristics	Types	Input ID	Angle Start (degree)	Angle End (degree)	Area Fraction within each sector	Area of each sector (km^2)	Distance (km)	Weighting, w (Fraction / Distance) for each sector	Surface Roughness, S(m) in each sub-sector	Inverse distance weighted geometric mean Surface Roughness, Sz (m) of each sector
6	Factories, workshops, storage yard, villiage houses, cultivated and and deciduous forest	Deciduous Forest	6A	285	320	0.23	0.070	0.35	0.7	1.0333	0.571
		Cultivated Land	6B			0.26	0.079	0.6	0.4	0.0933	
		Factories, workshops, storage yard and villiage houses	6C			0.20	0.061	0.75	0.3	1	
		Deciduous Forest	6D			0.31	0.095	0.75	0.4	1.0333	
7	Deciduous Forest	Deciduous Forest	7	320	360	1.00	0.349	0.5	2.0	1.0333	1.033

Note:
1. If 100% fraction of the land is grouped into only one type of land, surface roughness of the sector is assumed to be 10% of the average building height of the sector.
2. If the sector are classified into different types of land, surface roughness of the sector will be estimated using the inverse-distance geometric mean surface roughness length Sz, and its equation is as follows:

Inverse-distance weighted geometric mean surface roughness

$$Sz = [(S_1)^{W1} x (S_2)^{W2} x (S_3)^{W3} x \ldots x (S_n)^{Wn}]^{(1/w\_total)}$$

3. Surface roughness of cultivated land makes reference to average value of surface roughness length in cultivated land in Table 4-3 of AERMET User's Guide.
4. The surface roughness to be inputted in the Upper Air - Mixing Height Estimation use the inverse-distance weighted geometric mean surface roughness length , which is based on the same equation as mentioned in Note 2 above.

USEPA AERMET User's Guide - Table 4-3: Surface Roughness Length (m) by land use and season

	Spring	Summer	Autumn	Winter	Average
Water (fresh an	0.0001	0.0001	0.0001	0.0001	0.0001
Deciduous Fore	1	1.3	0.8	0.5	1.0333
Coniferous Fore	1.3	1.3	1.3	1.3	1.3
Swamp	0.2	0.2	0.2	0.05	0.2
Cultivated Land	0.03	0.2	0.05	0.01	0.0933
Grassland	0.05	0.1	0.01	0.001	0.0533
Urban	1	1	1	1	1
Desert Shrublan	0.3	0.3	0.3	0.15	0.3

Note:
1. Arithmetic mean for default surface roughness values in spring, summer and autumn is adopted for each land use.

2. Albedo and Bowen Ratio - 10km x 10km region centred on the project site

- Albedo was estimated based on a simple unweighted geometric mean (i.e., no direction or distance dependency) for a representative domain, with a default domain defined by a 10km by 10km region relative to the measurement site.
- Bowen Ratio was estimated based on a simple unweighted arithmetic mean (i.e., no direction or distance dependency) for a representative domain, with a default domain defined by a 10km by 10km region relative to the measurement site.

Legend

- Urban
- Deciduous Forest
- Water (Fresh and Sea)

Albedo and Bowen Ratio Area Fraction:

Sectors	Characteristics	Land Use Type	Approximate Area (km^2)	Fraction of Area with the domain 10km x 10km	Bowen Ratio (b) of individual area	Bowen Ratio for Upper Air Mixing Height Estimation [1]	Albedo of individual area (a)	Albedo for Upper Air Mixing Height Estimation [2]
1	Sea	Water (fresh and sea)	1	0.005	0.10	0.917	0.12	0.134
2	Hill with trees	Deciduous Forest	63	0.635	0.67		0.12	
3	Urban areas	Urban	36	0.360	1.67		0.16	
	Total							

Note:

1.The bowen ratio to be inputted in the Upper Air - Mixing Height Estimation will use the simple unweighted geometric mean (no direction and distance dependent).

$B = [(b_1)x(b_2)x...x(b_n)]^{(1/n)}$

2. The albedo to be inputted in the Upper Air - Mixing Height Estimation will use the simple unweighted arimetic mean (no direction and distance dependent).

$A = (a_1 + a_2 + ...+a_n)/n$

Bowen Ratio (With reference to Table 4-2b of USEPA's "User's Guide for the AERMET" of Average Moisture Conditions)

	Land-Use	Spring	Summer	Autumn	Winter	Average
1	Water (fresh and sea	0.1	0.1	0.1	1.5	0.10
2	Deciduous Forest	0.7	0.3	1	1.5	0.67
3	Coniferous Forest	0.7	0.3	0.8	1.5	0.60
4	Swamp	0.1	0.1	0.1	1.5	0.10
5	Cultivated Land	0.3	0.5	0.7	1.5	0.50
6	Grassland	0.4	0.8	1	1.5	0.73
7	Urban	1	2	2	1.5	1.67
8	Desert Shrubland	3	4	6	6	4.33

Note: Values for Winter is not used as winter conditions apply only to snowed-covered surfaces and subfreezing temperatures, which is not suitable in Hong Kong Winter condition.

Albedo (With reference to Table 4-1, USEPA's "User's Guide for the AERMET")

	Land-Use	Spring	Summer	Autumn	Winter	Average
1	Water (fresh and sea	0.12	0.1	0.14	0.2	0.12
2	Deciduous Forest	0.12	0.12	0.12	0.5	0.12
3	Coniferous Forest	0.12	0.12	0.12	0.35	0.12
4	Swamp	0.12	0.14	0.16	0.3	0.14
5	Cultivated Land	0.14	0.2	0.18	0.6	0.17
6	Grassland	0.18	0.18	0.2	0.6	0.19
7	Urban	0.14	0.16	0.18	0.35	0.16
8	Desert Shrubland	0.3	0.28	0.28	0.45	0.29

Note: Values for Winter is not used as winter conditions apply only to snowed-covered surfaces and subfreezing temperatures, which is not suitable in Hong Kong Winter condition.

Appendix D CALCULATIONS AND SUMMARY OF EMISSION RATES

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Dust Collectors (DCs)
Method: USEPA AP-42 Table 11.12-1 of Section 11.12 Version 6/06

1. EP1 and EP3 Emissions from Dust Collectors (DC-1 and DC-3) for Cement/PFA/GGBS Silos

Max. Limit at EP1 and EP3

TSP Emission Concentration	=	10	mg/m^3	[Note 1]
RSP Emission Concentration	=	10	mg/m^3	[Note 1]
FSP Emission Concentration	=	10	mg/m^3	[Note 1]
Flow rate of dust collector (DC-1 & DC-3)	=	1,750	m^3/hour	[Note 2]
	=	0.486	m^3/s	
Max. TSP Emission Rate	=	**4.86E-03**	g/s	
Max. RSP Emission Rate	=	**4.86E-03**	g/s	
Max. FSP Emission Rate	=	**4.86E-03**	g/s	
Maximum Cementitious Materials Loading Rate		111	tonnes/hour	[Note 3]
Uncontrolled TSP Emission Factor of Cement supplement unloading to elevated storage Silo (pneumatic)	=	1.57	kg/Mg	[Note 4, 5]
Unmitigated Total TSP Emission Rate	=	174.27	kg/hour	
Flow rate of the Dust Collector (DC-1 & DC-3)	=	1,750	m^3/hour	[Note 2]
Control Efficiency (η%)	=	99.99	%	[Note 2]
Mitigated TSP Emission Rate of Dust Collector	=	0.017427	kg/hour	
	or	17.427	g/hour	
	=	0.0048408	g/s	
	or	10	mg/m^3	

2. EP2 Emissions from Dust Collector (DC-2) for Cement/PFA/GGBS/Silica Fumes Silo

Max. Limit at EP2

TSP Emission Concentration	=	10	mg/m^3	[Note 1]
RSP Emission Concentration	=	10	mg/m^3	[Note 1]
FSP Emission Concentration	=	10	mg/m^3	[Note 1]
Flow rate of dust collector (DC-2)	=	1,750	m^3/hour	[Note 2]
	=	0.486	m^3/s	
Max. TSP Emission Rate	=	**4.86E-03**	g/s	
Max. RSP Emission Rate	=	**4.86E-03**	g/s	
Max. FSP Emission Rate	=	**4.86E-03**	g/s	
Maximum Cementitious Materials Loading Rate	=	111	tonnes/hour	[Note 3]
supplement unloading to elevated storage Silo (pneumatic)	=	1.57	kg/Mg	[Note 4, 5]
Unmitigated Total TSP Emission Rate				
Unmitigated Total TSP Emission Rate	=	174.27	kg/hour	
Flow Rate of the Dust Collector (DC-2)	=	1,750	m3/hour	[Note 2]
Control Efficiency (η%)	=	99.99	%	[Note 2]
Mitigated TSP Emission Rate of Dust Collector	=	0.017427	kg/hour	
	or	17.427	g/hour	
	=	0.0048408	g/s	
	or	10	mg/m^3	

3. EP4 Emissions from Dust Collector (DC-4) for 4m^3 Concrete Mixer

Max. Limit at EP4

TSP Emission Concentration	=	10	mg/m^3	[Note 1]
RSP Emission Concentration	=	10	mg/m^3	[Note 1]
FSP Emission Concentration	=	10	mg/m^3	[Note 1]
Flow rate of the dust collector (DC-4)	=	2,550	m^3/hour	[Note 2]
	=	0.708	m^3/s	
Max. TSP Emission Rate	=	**7.08E-03**	g/s	
Max. RSP Emission Rate	=	**7.08E-03**	g/s	
Max. FSP Emission Rate	=	**7.08E-03**	g/s	
Maximum Aggregate/Aggregate fines loading rate	=	2500	tonnes/hour	[Note 3]
Maximum Cementitious Materials loading rate	=	865	tonnes/hour	[Note 3]
Uncontrolled TSP Emission Factor of Weigh Hopper Loading	=	0.0026	kg/Mg	[Note 4]
Uncontrolled TSP Emission Factor of Mixer Loading	=	0.286	kg/Mg	[Note 4]
Unmitigated Total TSP Emission Rate	=	253.89	kg/hour	
Flow rate of the Dust Collector (DC-4)	=	2,550	m^3/hour	[Note 2]
Control Efficiency (η%)	=	99.99	%	[Note 2]
Mitigated TSP Emission Rate of Dust Collector	=	0.025389	kg/hour	
	or	25.389	g/hour	
	=	0.0070525	g/s	
	or	10	mg/m^3	

4. EP6 & EP7 Emissions from Dust Collector (DC-5 & DC-6) within the Enclosed Area connecting Aggregate Ground Receiving Hopper to the Concrete Mixer

Max. Limit at EP6 & EP7

TSP Emission Concentration	=	10	mg/m^3	[Note 1]
RSP Emission Concentration	=	10	mg/m^3	[Note 1]
FSP Emission Concentration	=	10	mg/m^3	[Note 1]
Flow rate of the dust collector (DC-5)	=	2,550	m^3/hour	[Note 2]
	=	0.708	m^3/s	
Max. TSP Emission Rate	=	**7.08E-03**	g/s	
Max. RSP Emission Rate	=	**7.08E-03**	g/s	
Max. FSP Emission Rate	=	**7.08E-03**	g/s	
Maximum Aggregate/Aggregate fines loading rate	=	98,000	tonnes/hour	[Note 3]
Uncontrolled TSP Emission Factor of Weigh Hopper Loading	=	0.0026	kg/Mg	[Note 4]
Unmitigated Total TSP Emission Rate	=	254.8	kg/hour	
Flow rate of the Dust Collector (DC-6)	=	2,550	m^3/hour	[Note 2]
Control Efficiency (η%)	=	99.99	%	[Note 2]
Mitigated TSP Emission Rate of Dust Collector	=	0.02548	kg/hour	
	or	25.48	g/hour	
	=	0.0070778	g/s	
	or	10	mg/m^3	

Note:

1. The concentration limit for emission recommended in "*A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process - Cement Works (Concrete Batching Plant)* " (BPM 3/2 (16) published by EPD in February 2016.
2. The flow rates of Dust Collector (DC) are advised by the Applicant.
3. It is the largest amount of material loading rates in silos that will lead to the maximum allowed emission concentration of 10mg/m^3 of TSP.
4. Refer to USEPA AP-42 Table 11.12-1 of Section 11.12 version 6/06.
5. The silos of Cement/PFA/GGBS will be interchangeage, therefore the maximum emission factor among these raw materials are selected (i.e. 1.57 kg/Mg of Cement supplement) as a conservative approach.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Aggregate Ground Receiving Hopper EP5
Method: USEPA AP-42, Section 11.12-1 of Section 11.12 version 6/06

1. Emissions from EP5 Aggregate Ground Receiving Hopper

Maximum aggregate loading rate	=	32000	kg/hr
	=	32	tonnes/hr
Maximum crushed fine loading rate	=	75,000	kg/hr
	=	75	tonnes/hr

Uncontrolled TSP Emission Factor (Aggregate)	=	0.0035	kg/Mg
Uncontrolled RSP Emission Factor (Aggregate)	=	0.0017	kg/Mg
Uncontrolled TSP Emission Factor (Sand/Stone Fine)	=	0.0011	kg/Mg
Uncontrolled RSP Emission Factor (Sand/Stone Fine)	=	0.00051	kg/Mg
Unmitigated Total TSP Emission Rate from Ground Aggregate Receiving Hopper	=	0.1945	kg/hr
Unmitigated Total RSP Emission Rate from rom Ground Aggregate Receiving Hopper	=	0.09265	kg/hr
Unmitigated Total FSP Emission Rate from Ground Aggregate Receiving Hopper	=	0.02918	kg/hr [Note 2]

Mitigation Measures : With three side enclosure + water spraying

Receiving Area	=	34.5	m^2
Control Efficiency	=	90	% [Note 3]
Mitigated TSP Emission Rate	=	0.01945	kg/hr
	=	0.005403	g/s
	=	**1.56E-04**	$g/m^2/s$
Mitigated RSP Emission Rate	=	0.009265	kg/hr
	=	0.002574	g/s
	=	**7.45E-05**	$g/m^2/s$
Mitigated FSP Emission Rate	=	0.00292	kg/hr
	=	0.000810	g/s
	=	**2.35E-05**	$g/m^2/s$

Note
1. The loading rates are advised by the Applicant.
2. The estimated actual emission rates of RSP and FSP, where it is assumed that emission rates of FSP = TSP x 15% in accordance with Page B.2-13, Apendix B2 of AP-42 (ver 9/90)
3. Assume 90% dust removal efficiency with mitigatin measures of three sides enclosed and water spraying. With reference to the Approved EIA report "Road Works at West Kowloon" in 2009, it was assumed 95% dust removal efficiency could be achieved for unloading aggregates to receiving hopper with enclosures on three sides in addition to a top cover and equipped with water spraying system. Without top cover for EP5 hopper of this study, it is estimated that the dust removal efficiency with enclosures on three sides and water spraying would be about 90%.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP8
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k\,(sL)^{0.91}\,(W)^{1.02}$

From Aggregate Trucks
EP8_1 to EP8_4
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	20	veh/hr	[Note 2]
Average Loaded Weight of Dump Truck	=	30	tons	
Average Unladden Weight of Loader	=	7	tons	
Average Truck Weight	=	18.5	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.5	tons	

EP8_1

Distance of paved road travelled	=	35.3	m
Area of paved road travelled	=	105.9	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.009894	g/s
	=	**9.34E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.001899	g/s
	=	**1.79E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000459	g/s
	=	**4.34E-06**	$g/s/m^2$

EP8_2

Distance of paved road travelled	=	41.7	m
Area of paved road travelled	=	125.1	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.011687	g/s
	=	**9.34E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.002243	g/s
	=	**1.79E-05**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000543	g/s
	=	**4.34E-06**	g/s/m^2

EP8_3

Distance of paved road travelled	=	35.7	m
Area of paved road travelled	=	107.1	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.010006	g/s
	=	**9.34E-05**	g/s/m^2
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.001921	g/s
	=	**1.79E-05**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000465	g/s
	=	**4.34E-06**	g/s/m^2

EP8_4

Distance of paved road travelled	=	32.1	m
Area of paved road travelled	=	96.3	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.008997	g/s
	=	**9.34E-05**	g/s/m^2
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.001727	g/s
	=	**1.79E-05**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000418	g/s
	=	**4.34E-06**	g/s/m^2

EP8_5

Distance of paved road travelled	=	16.5	m
Area of paved road travelled	=	49.5	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.004624	g/s
	=	**9.34E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.000888	g/s
	=	**1.79E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000215	g/s
	=	**4.34E-06**	$g/s/m^2$

Note:
1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m^2 (as estimated by Engineer), and 12 watering events per
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP9
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k (sL)^{0.91} (W)^{1.02}$

From Cement/PFA/GGBS Tankers
EP9_1a to EP9_6a
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	4	veh/hr	[Note 2]
Average Loaded Weight of Tanker	=	38	tons	
Average Unladden Weight of Tanker	=	12	tons	
Average Truck Weight	=	25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	25	tons	

EP9_1a

Distance of paved road travelled	=	35.3	m
Area of paved road travelled	=	105.9	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.002690	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000516	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000125	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_2a

Distance of paved road travelled	=	17.1	m
Area of paved road travelled	=	51.3	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.001303	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000250	g/s
	=	**4.88E-06**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000061	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_3a

Distance of paved road travelled	=	31.1	m
Area of paved road travelled	=	93.3	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.002370	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000455	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000110	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_4a

Distance of paved road travelled	=	14.3	m
Area of paved road travelled	=	42.9	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.001090	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000209	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000051	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_5a

Distance of paved road travelled	=	25.9	m
Area of paved road travelled	=	77.7	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.001974	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000379	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000092	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_6a

Distance of paved road travelled	=	12.4	m
Area of paved road travelled	=	37.2	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.000945	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000181	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000044	g/s
	=	**1.18E-06**	$g/s/m^2$

From Admixture Truck
EP9_1b to EP9_6b
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	2	veh/hr	[Note 2]
Average Loaded Weight of Admixture Truck	=	38	tons	
Average Unladden Weight of Loader	=	12.8	tons	
Average Truck Weight	=	25.4	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	25.4	tons	

EP9_1b

Distance of paved road travelled	=	35.3	m
Area of paved road travelled	=	105.9	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.001367	g/s
	=	**1.29E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000262	g/s
	=	**2.48E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000063	g/s
	=	**5.99E-07**	$g/s/m^2$

EP9_2b

Distance of paved road travelled	=	17.1	m
Area of paved road travelled	=	51.3	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.000662	g/s
	=	**1.29E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000127	g/s
	=	**2.48E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000031	g/s
	=	**5.99E-07**	$g/s/m^2$

EP9_3b

Distance of paved road travelled	=	31.1	m
Area of paved road travelled	=	93.3	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.001204	g/s
	=	**1.29E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000231	g/s
	=	**2.48E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000056	g/s
	=	**5.99E-07**	$g/s/m^2$

EP9_4b

Distance of paved road travelled	=	14.3	m
Area of paved road travelled	=	42.9	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.000554	g/s
	=	**1.29E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000106	g/s
	=	**2.48E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000026	g/s
	=	**5.99E-07**	$g/s/m^2$

EP9_5b

Distance of paved road travelled	=	25.9	m
Area of paved road travelled	=	77.7	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.001003	g/s
	=	**1.29E-05**	$g/s/m^2$

RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000193	g/s
	=	**2.48E-06**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000047	g/s
	=	**5.99E-07**	**g/s/m^2**

EP9_6b

Distance of paved road travelled	=	12.4	m
Area of paved road travelled	=	37.2	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.000480	g/s
	=	**1.29E-05**	g/s/m^2
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000092	g/s
	=	**2.48E-06**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000022	g/s
	=	**5.99E-07**	g/s/m^2

Total Emissions for EP9_1 to EP9_6:

EP9_1:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05**	g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06**	g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06**	g/s/m^2

EP9_2:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05**	g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06**	g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06**	g/s/m^2

EP9_3:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05**	g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06**	g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06**	g/s/m^2

EP9_4:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05**	g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06**	g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06**	g/s/m^2

EP9_5:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05** g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06** g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06** g/s/m^2

EP9_6:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05** g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06** g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06** g/s/m^2

Note:
1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m^2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP10
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k\,(sL)^{0.91}\,(W)^{1.02}$

From Concrete Truck
EP10_1 to EP10_6
Mitigation measures: water spraying and wheel washing

Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	30	veh/hr	[Note 2]
Average Loaded Weight of Concrete Truck	=	30	tons	
Average Unladden Weight of Truck	=	12	tons	
Average Truck Weight	=	21	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	21	tons	

EP10_1

Distance of paved road travelled	=	35.3	m
Area of paved road travelled	=	105.9	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.016889	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00324177	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00078430	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_2

Distance of paved road travelled	=	17.1	m
Area of paved road travelled	=	51.3	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.008181	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00157037	g/s
	=	**3.06E-05**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00037993	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_3

Distance of paved road travelled	=	31.1	m
Area of paved road travelled	=	93.3	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.014879	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00285606	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00069098	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_4

Distance of paved road travelled	=	20.9	m
Area of paved road travelled	=	62.7	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.009999	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00191935	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00046436	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_5

Distance of paved road travelled	=	21	m
Area of paved road travelled	=	63	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.010047	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00192853	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00046658	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_6

Distance of paved road travelled	=	13.4	m
Area of paved road travelled	=	40.2	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.006411	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00123059	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00029772	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_7

Distance of paved road travelled	=	13.7	m
Area of paved road travelled	=	41.1	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.006554	g/s
	=	**1.59E-04**	$g/s/m^2$

RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00125814	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00030439	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_8

Distance of paved road travelled	=	13.7	m
Area of paved road travelled	=	41.1	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.006554	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00125814	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00030439	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_9

Distance of paved road travelled	=	12.4	m
Area of paved road travelled	=	37.2	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.005933	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.000092	g/m/s
	=	0.001139	g/s
	=	**3.06E-05**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00027550	g/s
	=	**7.41E-06**	$g/s/m^2$

Note:
1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m^2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP11
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k (sL)^{0.91} (W)^{1.02}$

From Aggregate Truck
EP11_1 to EP11_3
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	4	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	30	tons	
Average Unladden Weight of Aggregate Truck	=	7	tons	
Average Aggregate Truck Weight	=	18.5	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.5	tons	

EP11_1

Distance of paved road travelled	=	14.1	m
Area of paved road travelled	=	42.3	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	0.20180	g/m/hr
	=	0.000056	g/m/s
	=	0.000790	g/s
	=	**1.87E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.038735	g/m/hr
	=	0.00001076	g/m/s
	=	0.00015171	g/s
	=	**3.59E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.00937	g/m/hr
	=	0.00000260	g/m/s
	=	0.00003670	g/s
	=	**8.68E-07**	$g/s/m^2$

EP11_2

Distance of paved road travelled	=	13.9	m
Area of paved road travelled	=	41.7	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	0.20180	g/m/hr
	=	0.000056	g/m/s
	=	0.000779	g/s
	=	**1.87E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.038735	g/m/hr
	=	0.00001076	g/m/s
	=	0.00014956	g/s
	=	**3.59E-06**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.00937	g/m/hr
	=	0.00000260	g/m/s
	=	0.00003618	g/s
	=	**8.68E-07**	$g/s/m^2$

EP11_3

Distance of paved road travelled	=	13.4	m
Area of paved road travelled	=	40.2	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	0.20180	g/m/hr
	=	0.000056	g/m/s
	=	0.000751	g/s
	=	**1.87E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.038735	g/m/hr
	=	0.00001076	g/m/s
	=	0.00014418	g/s
	=	**3.59E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.00937	g/m/hr
	=	0.00000260	g/m/s
	=	0.00003488	g/s
	=	**8.68E-07**	$g/s/m^2$

Note:
1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m^2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP12
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k (sL)^{0.91} (W)^{1.02}$

From Loaders EP12_1 to EP12_3

EP12_1
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	10	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	20	tons	
Average Unladden Weight of Aggregate Truck	=	16.5	tons	
Average Aggregate Truck Weight	=	18.25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.25	tons	
Distance of paved road travelled	=	33	m	
Area of paved road travelled	=	99	m^2	
TSP Emission Factor of paved road	=	599.44	g/VKT	
TSP Emission Factor (Controlled) of paved road	=	49.75	g/VKT	
	=	0.04975	g/veh/m	
	=	0.49754	g/m/hr	
	=	0.000138	g/m/s	
	=	0.004561	g/s	
	=	**4.61E-05**	$g/s/m^2$	
RSP Emission Factor (uncontrolled) of paved road	=	115.06	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.550	g/VKT	
	=	0.009550	g/veh/m	
	=	0.095502	g/m/hr	
	=	0.00002653	g/m/s	
	=	0.00087544	g/s	
	=	**8.84E-06**	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	27.83776	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.31053	g/VKT	
	=	0.00231	g/veh/m	
	=	0.02311	g/m/hr	
	=	0.00000642	g/m/s	
	=	0.00021180	g/s	
	=	**2.14E-06**	$g/s/m^2$	

EP12_2
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	44	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	20	tons	
Average Unladden Weight of Aggregate Truck	=	16.5	tons	
Average Aggregate Truck Weight	=	18.25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.25	tons	

Distance of paved road travelled	=	26.2	m	
Area of paved road travelled	=	78.6	m^2	
TSP Emission Factor of paved road	=	599.44	g/VKT	
TSP Emission Factor (Controlled) of paved road	=	49.75	g/VKT	
	=	0.04975	g/veh/m	
	=	2.18915	g/m/hr	
	=	0.000608	g/m/s	
	=	0.015932	g/s	
	=	**2.03E-04**	$g/s/m^2$	
RSP Emission Factor (uncontrolled) of paved road	=	115.06	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.550	g/VKT	
	=	0.009550	g/veh/m	
	=	0.420209	g/m/hr	
	=	0.00011672	g/m/s	
	=	0.00305819	g/s	
	=	**3.89E-05**	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	27.83776	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.31053	g/VKT	
	=	0.00231	g/veh/m	
	=	0.10166	g/m/hr	
	=	0.00002824	g/m/s	
	=	0.00073988	g/s	
	=	**9.41E-06**	$g/s/m^2$	

EP12_3

Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	10	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	20	tons	
Average Unladden Weight of Aggregate Truck	=	16.5	tons	
Average Aggregate Truck Weight	=	18.25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.25	tons	
Distance of paved road travelled	=	26.5	m	
Area of paved road travelled	=	79.5	m^2	
TSP Emission Factor of paved road	=	599.44	g/VKT	
TSP Emission Factor (Controlled) of paved road	=	49.75	g/VKT	
	=	0.04975	g/veh/m	
	=	0.49754	g/m/hr	
	=	0.000138	g/m/s	
	=	0.003662	g/s	
	=	**4.61E-05**	$g/s/m^2$	
RSP Emission Factor (uncontrolled) of paved road	=	115.06	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.550	g/VKT	
	=	0.009550	g/veh/m	
	=	0.095502	g/m/hr	
	=	0.00002653	g/m/s	
	=	0.00070300	g/s	
	=	**8.84E-06**	$g/s/m^2$	

FSP Emission Factor (uncontrolled) of paved road	=	27.83776	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.31053	g/VKT
	=	0.00231	g/veh/m
	=	0.02311	g/m/hr
	=	0.00000642	g/m/s
	=	0.00017008	g/s
	=	**2.14E-06**	$g/s/m^2$

Note:

1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

Calculation of Dust Removal Efficiency with different Watering Interval Time
EP8 - EP12 Paved Roads

The Removal efficiency is estimated based on Equation 3-2 of USEPA's "Control of Open Fugitive Dust Sources" (EPA-45/3-88-008)

	C	=100-(0.8*p*d*t)/i
Where	C	average control efficiency, in present
	p	potential average hourly daytime evaporation rate, in mm/h
	d	average hourly daytime traffic rate in vehicles per hour
	i	application intensity in liter/sqm
	t	time between application in h

According to "The Year's Weather - 2017" issued by Hong Kong Observatory,

the total evaporation recorded in Hong Kong is		1227.3 mm	
p	0.31407	mm/h	(0.0065*annual evaporation in inches)
d	56	per hours	Peak hourly traffic as estimated by Engineer at an active construction site
i	3.4	L/m^2	Minimum Application intensity and that requirement would be stated in the tender document

Times of Watering per day (24hrs)	Average control efficiency (%)
6	83.4
8	87.6
12	91.7
24	95.9

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Transfer Points in Stockpiling Areas (Emergency use only)
Method: USEPA AP-42, Section 13.2.4.3

EP13_1 - EP13_3 Emissions from Aggregate Storage

TSP, RSP and FSP Emission Factor, $E = k\ (0.0016)\ (U/2.2)^{1.3} / (M/2)^{1.4}$

where

k	=	particle size multiplier	=	0.74	(for TSP)	
	=	particle size multiplier	=	0.35	(for RSP)	
	=	particle size multiplier	=	0.053	(for FSP)	
U	=	mean wind speed	=	2.63	m/s	(Note 1)

EP13_1 Aggregate Storage

Aggregate Import Rate	=	450	tonnes/day	(Note 2)
Aggregate Import Rate	=	45,000	kg/h	(Note 3)
	or	45	Mg/h	
Moisture Content	=	4.8	%	(Note 4)
Area	=	112	m^2	
TSP Emission Factor, E	=	0.00044	kg/Mg	
TSP Emission Rate	=	0.01973	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
TSP Emission Rate	=	0.00197	kg/h	
	or	5.47973E-04	g/s	
	=	**4.89E-06**	$g/m^2/s$	
RSP Emission Factor, E	=	0.00021	kg/Mg	
RSP Emission Rate	=	0.009	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
RSP Emission Rate	=	0.00093	kg/h	
	or	2.59176E-04	g/s	
	=	**2.31E-06**	$g/m^2/s$	
FSP Emission Factor, E	=	0.00003140	kg/Mg	
FSP Emission Rate	=	0.00141288	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
FSP Emission Rate	=	0.000141	kg/h	
	or	**3.92E-05**	g/s	
	=	**3.50E-07**	$g/m^2/s$	

EP13_2 Aggregate Storage

Aggregate Import Rate	=	450	tonnes/day	(Note 2)
Aggregate Import Rate	=	45,000	kg/h	(Note 3)
	or	45	Mg/h	
Moisture Content	=	4.8	%	(Note 4)
Area	=	104	m^2	
TSP Emission Factor, E	=	0.00044	kg/Mg	
TSP Emission Rate	=	0.01973	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
TSP Emission Rate	=	0.00197	kg/h	
	or	**5.48E-04**	g/s	
	=	**5.27E-06**	$g/m^2/s$	
RSP Emission Factor, E	=	0.00021	kg/Mg	
RSP Emission Rate	=	0.009	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
RSP Emission Rate	=	0.00093	kg/h	
	or	**2.59E-04**	g/s	
	=	**2.49E-06**	$g/m^2/s$	
FSP Emission Factor, E	=	0.00003140	kg/Mg	
FSP Emission Rate	=	0.00141288	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
FSP Emission Rate	=	0.000141	kg/h	
	or	**3.92E-05**	g/s	
	=	**3.77E-07**	$g/m^2/s$	

EP13_3 Aggregate Storage

Aggregate Import Rate	=	410	tonnes/day	(Note 2)
Aggregate Import Rate	=	41,000	kg/h	(Note 3)
	or	41	Mg/h	
Moisture Content	=	4.8	%	(Note 4)
Area	=	104	m^2	
TSP Emission Factor, E	=	0.00044	kg/Mg	
TSP Emission Rate	=	0.01797	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
TSP Emission Rate	=	0.00180	kg/h	
	or	**4.99E-04**	g/s	
	=	**4.80E-06**	$g/m^2/s$	
RSP Emission Factor, E	=	0.00021	kg/Mg	
RSP Emission Rate	=	0.009	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
RSP Emission Rate	=	0.00085	kg/h	
	or	**2.36E-04**	g/s	
	=	**2.27E-06**	$g/m^2/s$	
FSP Emission Factor, E	=	0.00003140	kg/Mg	
FSP Emission Rate	=	0.00128729	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
FSP Emission Rate	=	0.000129	kg/h	
	or	**3.58E-05**	g/s	
	=	**3.44E-07**	$g/m^2/s$	

Note:

1. The average wind speed is estimated based on the annual average of hourly wind speed extracted from Grid (39,56) of PATH-2016, where is the PATH grid that EP13_1 - EP13_3 are located.
2. The material loading rates are advised by the Applicant.
3. During emergency use, the operation hours of the loading and unloading activites in these Aggregate Storage will only last for 10 hours a day.
4. As there is a water spraying system in each transfer point, hence the moisture content for coal of 4.8% is chosen which is commonly adopted in other approved SPL applications and in other approved EIA studies. Also, the moisture content of the aggregates will be kept high as mitigation measures such as watering will be provided, therefore 4.8% of moisture content is considered appropriate.

Emission Summary for the Proposed CBP

No.	EP ID	Descriptions	Source Type	Fugitive/ Non-fugitive	X	Y	X-Width	Y-Length	Ground mPD	Height (mAG)	Angle	Exhaust Gas Flowrate (m^3/h)	Diameter (m)	Exit Temperature (K)	Exit Velocity (m/s)	Emission Limit (mg/m^3)	RSP			FSP			Working hour
																	Emission Rates (g/s)	Emission Rates (kg/hour)	Emission Rates ($g/m^2/s$)	Emission Rates (g/s)	Emission Rates (kg/hour)	Emission Rates ($g/m^2/s$)	
1	EP1	Dust Collector (DC-1) of Cement/PFA/GGBS 200T Silo	Point	Non-fugitive	834667.3	843338.2	0.15	0.27	18.2	13	N/A	1750	0.22708	293.15	12.00	10	0.004861	0.017500	N/A	0.004861	0.017500	N/A	07:00 to 23:00
2	EP2	Dust Collector (DC-2) of Cement/PFA/GGBS 100T Silo and 30T Silica Silo	Point	Non-fugitive	834671.7	843339.5	0.15	0.27	18.2	13	N/A	1750	0.22708	293.15	12.00	10	0.004861	0.017500	N/A	0.004861	0.017500	N/A	07:00 to 23:00
3	EP3	Dust Collector (DC-3) of Cement/PFA/GGBS 120T Silo	Point	Non-fugitive	834676.1	843340.6	0.15	0.27	18.2	13	N/A	1750	0.22708	293.15	12.00	10	0.004861	0.017500	N/A	0.004861	0.017500	N/A	07:00 to 23:00
4	EP4	Dust Collector (DC-4) of the $4m^3$ Concrete Mixer	Point	Non-fugitive	834663.8	843358.2	0.15	0.27	18.2	13	N/A	2550	0.22708	293.15	17.49	10	0.007083	0.025500	N/A	0.007083	0.025500	N/A	07:00 to 23:00
5	EP5	Aggregate Ground Receiving Hopper	Area	Fugitive	834704.1	843324.7	7.08	4.85	18.2	1.5	15	N/A	N/A	N/A	N/A	N/A	N/A	0.009213	0.000075	N/A	0.002901	0.000023	07:00 to 23:00
6	EP6	Dust Collector (DC-5) within the enclosed area connecting aggregate ground receiving hopper to the concrete mixer	Point	Non-fugitive	834694.4	843364.2	0.15	0.27	18.2	12.35	N/A	2550	0.22708	293.15	17.49	10	0.007083	0.025500	N/A	0.007083	0.025500	N/A	07:00 to 23:00
7	EP7	Dust Collector (DC-6) in CV4 Conveyor within the enclosed area	Point	Non-fugitive	834680.8	843363.0	0.15	0.27	18.2	12.35	N/A	2550	0.22708	293.15	17.49	10	0.007083	0.025500	N/A	0.007083	0.025500	N/A	07:00 to 23:00
8	EP8_1	Paved Roads	Area	Fugitive	834658.7	843276.9	3	35.3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.006837	0.000018	N/A	0.001654	0.000004	07:00 to 23:00
9	EP8_2	Paved Roads	Area	Fugitive	834692.5	843284.9	3	41.7	18.2	0	21	N/A	N/A	N/A	N/A	N/A	N/A	0.008076	0.000018	N/A	0.001954	0.000004	07:00 to 23:00
10	EP8_3	Paved Roads	Area	Fugitive	834685.8	843340.8	35.7	3	18.2	0	33	N/A	N/A	N/A	N/A	N/A	N/A	0.006914	0.000018	N/A	0.001673	0.000004	07:00 to 23:00
11	EP8_4	Paved Roads	Area	Fugitive	834655.5	843335.1	3	32.1	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.006217	0.000018	N/A	0.001504	0.000004	07:00 to 23:00
12	EP8_5	Paved Roads	Area	Fugitive	834641.5	843341.8	16.5	3	18.2	0	35	N/A	N/A	N/A	N/A	N/A	N/A	0.003196	0.000018	N/A	0.000773	0.000004	07:00 to 23:00
13	EP9_1	Paved Roads	Area	Fugitive	834658.2	843279.3	3	35.3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.002804	0.000007	N/A	0.000678	0.000002	07:00 to 23:00
14	EP9_2	Paved Roads	Area	Fugitive	834689.9	843288.2	3	17.1	18.2	0	26	N/A	N/A	N/A	N/A	N/A	N/A	0.001358	0.000007	N/A	0.000329	0.000002	07:00 to 23:00
15	EP9_3	Paved Roads	Area	Fugitive	834688.0	843333.1	31.1	3	18.2	0	72	N/A	N/A	N/A	N/A	N/A	N/A	0.002470	0.000007	N/A	0.000598	0.000002	07:00 to 23:00
16	EP9_4	Paved Roads	Area	Fugitive	834676.9	843340.5	14.3	3	18.2	0	33	N/A	N/A	N/A	N/A	N/A	N/A	0.001136	0.000007	N/A	0.000275	0.000002	07:00 to 23:00
17	EP9_5	Paved Roads	Area	Fugitive	834652.1	843337.4	3	25.9	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.002057	0.000007	N/A	0.000498	0.000002	07:00 to 23:00
18	EP9_6	Paved Roads	Area	Fugitive	834641.5	843341.7	12.4	3	18.2	0	34	N/A	N/A	N/A	N/A	N/A	N/A	0.000985	0.000007	N/A	0.000238	0.000002	07:00 to 23:00
19	EP10_1	Paved Roads	Area	Fugitive	834660.1	843273.9	3	35.3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.011670	0.000031	N/A	0.002823	0.000007	07:00 to 23:00
20	EP10_2	Paved Roads	Area	Fugitive	834693.4	843282.2	3	17.1	18.2	0	26	N/A	N/A	N/A	N/A	N/A	N/A	0.005653	0.000031	N/A	0.001368	0.000007	07:00 to 23:00
21	EP10_3	Paved Roads	Area	Fugitive	834691.8	843326.5	31.1	3	18.2	0	72	N/A	N/A	N/A	N/A	N/A	N/A	0.010282	0.000031	N/A	0.002488	0.000007	07:00 to 23:00
22	EP10_4	Paved Roads	Area	Fugitive	834685.4	843346.4	20.9	3	18.2	0	72	N/A	N/A	N/A	N/A	N/A	N/A	0.006910	0.000031	N/A	0.001672	0.000007	07:00 to 23:00
23	EP10_5	Paved Roads	Area	Fugitive	834665.1	843340.9	3	21	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.006943	0.000031	N/A	0.001680	0.000007	07:00 to 23:00
24	EP10_6	Paved Roads	Area	Fugitive	834652.1	843337.5	3	13.4	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.004430	0.000031	N/A	0.001072	0.000007	07:00 to 23:00
25	EP10_7	Paved Roads	Area	Fugitive	834650.2	843351.4	13.7	3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.004529	0.000031	N/A	0.001096	0.000007	07:00 to 23:00
26	EP10_8	Paved Roads	Area	Fugitive	834649.2	843354.5	3	13.7	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.004529	0.000031	N/A	0.001096	0.000007	07:00 to 23:00
27	EP10_9	Paved Roads	Area	Fugitive	834641.4	843341.8	12.4	3	18.2	0	34	N/A	N/A	N/A	N/A	N/A	N/A	0.004100	0.000031	N/A	0.000992	0.000007	07:00 to 23:00
28	EP11_1	Paved Roads	Area	Fugitive	834686.5	843301.9	3	14.1	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000546	0.000004	N/A	0.000132	8.6771E-07	07:00 to 17:00
29	EP11_2	Paved Roads	Area	Fugitive	834683.4	843312.4	3	13.9	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000538	0.000004	N/A	0.000130	8.6771E-07	07:00 to 17:00
30	EP11_3	Paved Roads	Area	Fugitive	834680.4	843323.6	3	13.4	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.000519	0.000004	N/A	0.000126	8.6771E-07	07:00 to 17:00
31	EP12_1	Paved Roads	Area	Fugitive	834686.8	843297.3	3	33	18.2	0	36	N/A	N/A	N/A	N/A	N/A	N/A	0.003152	0.000009	N/A	0.000762	2.1394E-06	07:00 to 17:00
32	EP12_2	Paved Roads	Area	Fugitive	834683.1	843313.2	3	26.2	18.2	0	64	N/A	N/A	N/A	N/A	N/A	N/A	0.011009	0.000039	N/A	0.002664	9.4133E-06	07:00 to 17:00
33	EP12_3	Paved Roads	Area	Fugitive	834680.7	843323.7	3	26.5	18.2	0	88	N/A	N/A	N/A	N/A	N/A	N/A	0.002531	0.000009	N/A	0.000612	2.1394E-06	07:00 to 17:00
34	EP13_1	Aggregate Storage	Area	Fugitive	834670.6	843328.8	14	8	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000933	2.3141E-06	N/A	0.000000	3.5042E-07	07:00 to 17:00
35	EP13_2	Aggregate Storage	Area	Fugitive	834674.7	843314.4	13	8	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000933	2.4921E-06	N/A	0.000000	3.7737E-07	07:00 to 17:00
36	EP13_3	Aggregate Storage	Area	Fugitive	834678.5	843300.9	13	8	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000850	2.2706E-06	N/A	0.000000	3.4383E-07	07:00 to 17:00

Other Emissions Identified within 500m Study Area

No.	ID	Descriptions	Source Type	Fugitive/ Non-fugitive	X	Y	Ground mPD [Note 1]	Height (mAG)	Exhaust Gas Flowrate (m^3/h)	Exhaust Gas Flowrate (m^3/s)	Diameter (m)	Exit Temperature (K)	Exit Velocity (m/s)	RSP	FSP[Note 1]	NO_X
														Emission Rates (g/s)	Emission Rates (g/s)	Emission Rates (g/s)
1	C1	Existing Chimneys	Point	Non-fugitive	834800.0	842780.0	15.4	22	11,945.9	3.31831	0.65	373	10	0.054530	0.054530	0.545300

Note

1. With reference to the Appendix 3-7 of the Approved EIA "North East New Territories New Development Areas Planning and Engineering Study – Investigation", no mPD level of the Chimney was given. Therefore, 15.4mPD level as revealed from the basemap of Survey Mapping Office (SMO) of Lands Department is assumed.
2. Refer to the above mentioned Approved EIA, there was no FSP emission available for the chimneys. As a conservative approach, FSP emission rates is assumed to be same as that of RSP.

Appendix E TRAFFIC FORECAST IN 2038, AND EMISSION FACTORS

Road Segment

Road ID	Road Link No.	Road Name	Section Between		1- or 2-Way	Direction	Road Type	Speed Limit (km/h)	Distance (m)
1	A	Ping Yuen Road	-	-	2-way	-	LD	50	305
2	B	Ping Yuen Road	-	-	2-way	-	LD	50	415
3	C	Ping Yuen Road	-	-	2-way	-	LD	50	215
4	D	Ping Che Road	-	-	2-way	-	DD	50	265
5	E	Ping Che Road	-	-	2-way	-	DD	50	390
6	F	Ping Che Road	-	-	2-way	-	DD	50	75
7	G	Ng Chow South Road	-	-	2-way	-	LD	50	180
8	H	Ng Chow South Road	-	-	2-way	-	LD	50	165
9	I	Ng Chow Road	-	-	2-way	-	LD	50	540
10	J	Ng Chow Road	-	-	2-way	-	LD	50	85
11	K	Unnamed Road	-	-	2-way	-	LD	50	370
12	L	Unnamed Road	-	-	2-way	-	LD	50	190
13	M	Unnamed Road	-	-	2-way	-	LD	50	105
14	N	Unnamed Road	-	-	2-way	-	LD	50	420
15	O	Unnamed Road	-	-	2-way	-	LD	50	150
16	P	Unnamed Road	-	-	2-way	-	LD	50	315
18	EP8_1	On Site Paved Roads	-	-	1-way	-	N/A	10	35.3
19	EP8_2	On Site Paved Roads	-	-	1-way	-	N/A	10	41.7
20	EP8_3	On Site Paved Roads	-	-	1-way	-	N/A	10	29.4
21	EP8_4	On Site Paved Roads	-	-	1-way	-	N/A	10	32.1
22	EP8_5	On Site Paved Roads	-	-	1-way	-	N/A	10	16.5
23	EP9_1	On Site Paved Roads	-	-	1-way	-	N/A	10	35.3
24	EP9_2	On Site Paved Roads	-	-	1-way	-	N/A	10	17.1
25	EP9_3	On Site Paved Roads	-	-	1-way	-	N/A	10	31.1
26	EP9_4	On Site Paved Roads	-	-	1-way	-	N/A	10	14.3
27	EP9_5	On Site Paved Roads	-	-	1-way	-	N/A	10	25.9
28	EP9_6	On Site Paved Roads	-	-	1-way	-	N/A	10	12.4
29	EP10_1	On Site Paved Roads	-	-	1-way	-	N/A	10	35.3
30	EP10_2	On Site Paved Roads	-	-	1-way	-	N/A	10	17.1
31	EP10_3	On Site Paved Roads	-	-	1-way	-	N/A	10	31.1
32	EP10_4	On Site Paved Roads	-	-	1-way	-	N/A	10	20.9
33	EP10_5	On Site Paved Roads	-	-	1-way	-	N/A	10	21.0
34	EP10_6	On Site Paved Roads	-	-	1-way	-	N/A	10	13.4
35	EP10_7	On Site Paved Roads	-	-	1-way	-	N/A	10	13.7
36	EP10_8	On Site Paved Roads	-	-	1-way	-	N/A	10	13.7
37	EP10_9	On Site Paved Roads	-	-	1-way	-	N/A	10	12.4
38	EP11_1	On Site Paved Roads	-	-	1-way	-	N/A	10	14.1
39	EP11_2	On Site Paved Roads	-	-	1-way	-	N/A	10	13.9
40	EP11_3	On Site Paved Roads	-	-	1-way	-	N/A	10	13.4
41	EP12_1	On Site Paved Roads	-	-	1-way	-	N/A	10	33.0
42	EP12_2	On Site Paved Roads	-	-	1-way	-	N/A	10	26.2
43	EP12_3	On Site Paved Roads	-	-	1-way	-	N/A	10	26.5

Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
1	A	Ping Yuen Road	-	-	2-way	00:00-01:00	18	8	6	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	11	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	14	5	5	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	10	3	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	9	2	3	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0
						05:00-06:00	20	6	5	0	2	1	1	2	0	0	0	0	0	0	0	3	0	0	0
						06:00-07:00	35	14	4	0	4	2	1	2	0	0	1	0	0	1	0	4	1	1	0
						07:00-08:00	94	54	6	0	10	4	3	6	0	0	1	1	0	1	0	3	3	2	0
						08:00-09:00	146	67	13	0	24	9	7	14	0	0	1	1	0	1	0	2	3	4	0
						09:00-10:00	152	51	11	0	27	10	14	27	0	0	0	0	0	0	0	3	2	7	0
						10:00-11:00	132	41	10	0	26	9	12	24	0	0	0	0	0	0	0	2	2	6	0
						11:00-12:00	140	53	10	0	29	10	10	20	0	0	0	0	0	0	0	2	1	5	0
						12:00-13:00	130	46	8	0	25	9	10	19	0	0	1	1	1	1	0	3	1	5	0
						13:00-14:00	159	62	11	0	30	11	11	22	0	0	1	1	0	1	0	2	1	6	0
						14:00-15:00	148	54	11	0	32	11	11	21	0	0	0	0	0	0	0	2	1	5	0
						15:00-16:00	162	61	10	0	32	11	12	23	0	0	1	1	1	1	0	2	1	6	0
						16:00-17:00	160	66	10	0	28	10	11	22	0	0	1	1	1	1	0	2	1	6	0
						17:00-18:00	161	75	15	0	22	8	9	17	0	0	1	1	1	1	0	2	4	5	0
						18:00-19:00	124	75	14	0	11	4	4	7	0	0	0	0	0	0	0	3	4	2	0
						19:00-20:00	73	48	12	0	4	2	1	2	0	0	0	0	0	0	0	3	1	0	0
						20:00-21:00	58	37	7	0	4	1	1	2	0	0	0	0	0	0	0	3	2	1	0
						21:00-22:00	38	22	6	0	5	2	0	0	0	0	0	0	0	0	0	2	1	0	0
						22:00-23:00	43	25	8	0	4	1	0	1	0	0	0	0	0	0	0	3	1	0	0
						23:00-00:00	33	17	11	0	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0
2	B	Ping Yuen Road	-	-	2-way	00:00-01:00	22	10	7	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	14	6	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	16	6	6	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	13	4	5	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	12	3	4	0	2	1	0	1	0	0	0	0	0	0	0	1	0	0	0
						05:00-06:00	25	8	7	0	2	1	1	2	0	0	0	0	0	0	0	3	0	1	0
						06:00-07:00	46	21	5	0	5	2	1	2	0	0	1	1	0	1	0	4	2	1	0
						07:00-08:00	130	81	9	0	11	4	3	7	0	0	2	1	1	2	0	3	4	2	0
						08:00-09:00	196	102	20	0	25	9	8	15	0	0	2	1	1	2	0	2	5	4	0
						09:00-10:00	189	75	16	0	29	11	15	29	0	0	1	0	0	0	0	3	2	8	0
						10:00-11:00	161	58	13	0	28	10	13	26	0	0	1	0	0	1	0	2	2	7	0
						11:00-12:00	176	72	14	0	33	12	12	23	0	0	0	0	0	0	0	2	2	6	0
						12:00-13:00	158	60	10	0	29	11	11	22	0	0	2	1	1	1	0	3	1	6	0
						13:00-14:00	193	78	14	0	36	13	13	26	0	0	1	1	0	1	0	2	1	7	0
						14:00-15:00	182	65	13	0	39	14	13	26	0	0	1	0	0	1	0	2	1	7	0
						15:00-16:00	195	71	11	0	40	14	15	29	0	0	1	1	1	1	0	2	1	8	0
						16:00-17:00	191	73	11	0	36	13	15	29	0	0	1	1	1	1	0	2	1	7	0
						17:00-18:00	183	80	16	0	28	10	11	22	0	0	1	1	1	1	0	2	4	6	0
						18:00-19:00	139	81	15	0	14	5	5	9	0	0	0	0	0	0	0	3	5	2	0
						19:00-20:00	82	54	13	0	5	2	1	2	0	0	0	0	0	0	0	3	1	1	0
						20:00-21:00	68	43	8	0	5	2	1	3	0	0	0	0	0	0	0	3	2	1	0
						21:00-22:00	44	26	7	0	6	2	0	0	0	0	0	0	0	0	0	2	1	0	0
						22:00-23:00	53	30	10	0	5	2	1	1	0	0	0	0	0	0	0	3	1	0	0
						23:00-00:00	41	20	14	0	2	1	0	0	0	0	0	0	0	0	0	3	1	0	0
3	C	Ping Yuen Road	-	-	2-way	00:00-01:00	40	17	13	0	4	1	1	3	0	0	0	0	0	0	0	0	0	1	0
						01:00-02:00	26	10	12	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	29	10	10	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	24	7	8	0	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	21	5	6	0	4	1	1	2	0	0	0	0	0	0	0	1	1	0	0
						05:00-06:00	43	14	11	0	5	2	2	4	0	0	0	0	0	0	0	3	1	1	0
						06:00-07:00	80	34	9	0	11	4	3	5	0	0	2	1	1	2	0	4	3	1	0
						07:00-08:00	225	130	14	0	26	9	8	16	0	0	3	2	1	2	0	3	7	4	0
						08:00-09:00	360	164	33	1	60	22	18	35	0	0	3	2	1	3	0	2	7	9	0
						09:00-10:00	369	122	26	1	67	24	34	67	0	0	1	1	0	1	0	3	4	18	0
						10:00-11:00	318	96	22	1	63	23	30	59	0	0	1	1	0	1	0	2	4	15	0
						11:00-12:00	337	121	23	1	71	25	25	50	0	0	1	1	0	1	0	2	3	13	0
						12:00-13:00	298	103	17	1	61	22	23	46	0	0	3	2	1	3	0	3	1	12	0
						13:00-14:00	360	135	24	1	72	26	26	52	0	0	2	1	1	2	0	2	2	14	0
						14:00-15:00	337	115	23	1	76	27	25	50	0	0	1	1	0	1	0	2	2	13	0
						15:00-16:00	359	128	20	1	75	27	28	54	0	0	2	2	1	2	0	2	3	14	0
						16:00-17:00	351	135	20	1	66	24	26	52	0	0	3	2	1	3	0	2	2	14	0
						17:00-18:00	337	150	30	1	50	18	20	40	0	0	3	2	1	3	0	2	7	10	0
						18:00-19:00	256	151	28	0	26	9	8	16	0	0	1	0	0	1	0	3	9	4	0
						19:00-20:00	148	98	24	0	10	4	2	4	0	0	0	0	0	0	0	3	2	1	0
						20:00-21:00	119	78	14	0	9	3	3	5	0	0	0	0	0	0	0	3	3	1	0
						21:00-22:00	81	47	13	0	12	4	0	1	0	0	0	0	0	0	0	2	2	0	0
						22:00-23:00	92	53	18	0	10	3	1	2	0	0	0	0	0	0	0	3	1	1	0
						23:00-00:00	69	36	24	0	3	1	0	0	0	0	0	0	0	0	0	3	2	0	0
4	D	Ping Che Road	-	-	2-way	00:00-01:00	43	19	14	0	4	1	1	3	0	0	0	0	0	0	0	0	0	1	0
						01:00-02:00	28	11	13	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	32	11	11	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	27	8	9	0	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	40	6	6	0	4	1	1	2	0	0	0	0	0	0	1	18	1	0	0
						05:00-06:00	91	14	12	0	5	2	3	5	2	0	0	0	0	0	2	44	1	1	0
						06:00-07:00	153	35	9	0	12	4	3	6	8	0	2	1	1	2	3	62	3	2	0
						07:00-08:00	291	133	14	0	30	11	9	18	10	0	3	2	1	2	2	44	7	5	0
						08:00-09:00	430	164	33	1	70	25	21	41	11	0	3	2	1	3	2	35	7	11	0
						09:00-10:00	463	125	27	1	77	28	39	77	7	0	1	1	0	1	2	53	4	20	0
						10:00-11:00	386	101	23	1	71	25	33	65	5	0	1	1	0	1	2	36	4	17	0
						11:00-12:00	398	130	25	1	78	28	28	55	5	0	1	1	0	1	1	27	3	14	0
						12:00-13:00	380	113	18	1	65	23	25	49	5	0	3	2	1	3	3	55	1	13	0
						13:00-14:00	432	152	27	1	76	27	28	55	5	0	2	1	1	2	2	37	2	14	0
						14:00-15:00	394	132	27	1	78	28	26	51	3	0	1	1	1	1	1	28	2	13	0
						15:00-16:00	431	150	24	1	76	27	28	55	4	0	3	2	1	3	2	38	3	14	0
						16:00-17:00	424	162	24	1	65	23	26	51	7	0	3	2	1	3	2	38	3	13	0
						17:00-18:00	422	184	37	1	48	17	19	38	9	0	3	2	1	3	2	39	9	10	0
						18:00-19:00	359	183	34	0	25	9	8	16	8	0	1	0	0	1	3	57	10	4	0
						19:00-20:00	227	117	29	0	10	4	2	4	8	0	0	0	0	0	2	48	2	1	0
						20:00-21:00	189	91	16	0	10	3	3	5	7	0	0	0	0	0	2	47	4	1	0
						21:00-22:00	134	55	15	0	12	4	0	1	5	0	0	0	0	0	2	38	2	0	0
						22:00-23:00	153	61	20	0	10	4	1	2	4	0	0	0	0	0	2	47	1	1	0
						23:00-00:00	134	40	27	0	3	1	0	0	2	0	0	0	0	0	3	56	2	0	0
5	E	Ping Che Road	-	-	2-way	00:00-01:00	75	31	24	0	7	3	3	6	0	0	0	0	0	0	0	0	0	1	0
						01:00-02:00	48	19	22	0	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	59	19	19	0	13	5	1	2	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	49	13	16	0	11	4	1	3	0	0	0	0	0	0	0	0	0	1	0
						04:00-05:00	60	10	11	0	8	3	2	3	0	0	0	0	0	0	1	20	1	1	0
						05:00-06:00	131	25	20	0	10	4	5	10	2	0	0	0	0	0	2	49	1	3	0
						06:00-07:00	224	62	16	0	23	8	6	12	8	0	3	2	1	3	3	68	6	3	0
						07:00-08:00	487	236	25	1	57	21	17	34	10	1	5	3	2	4	2	48	12	9	0
						08:00-09:00	753	294	59	1	132	48	40	78	11	1	5	3	2	5	2	39	13	20	0
						09:00-10:00	810	221	48	2	147	53	75	146	7	0	2	1	1	1	3	58	7	38	0
						10:00-11:00	683	176	41	1	135	49	64	125	5	0	2	1	1	2	2	39	7	33	0
						11:00-12:00	705	223	43	2	149	54	54	105	5	0	2	1	1	1	1	30	6	28	0
						12:00-13:00	647	191	31	1	126	45	48	95	5	1	5	3	2	5	3	59	2	25	0
						13:00-14:00	750	254	45	2	148	53	54	106	5	0	3	2	1	3	2	40	4	28	0
						14:00-15:00	691	218	44	2	152	55	51	99	3	0	2	1	1	2	1	30	4	26	0
						15:00-16:00	741	244	38	2	148	53	55	107	4	1	5	3	2	4	2	40	5	28	0
						16:00-17:00	721	260	38	1	127	46	51	101	7	1	5	3	2	5	2	41	5	26	0
						17:00-18:00	696	292	59	1	95	34	38	75	9	1	5	3	2	5	2	41	14	20	0
						18:00-19:00	562	292	55	1	49	18	16	31	8	0	1	1	0	1	3	61	17	8	0
						19:00-20:00	341	189	47	0	19	7	4	8	8	0	0	0	0	0	2	51	4	2	0
						20:00-21:00	284	148	26	0	19	7	5	10	7	0	0	0	0	0	2	51	6	3	0
						21:00-22:00	200	90	25	0	23	8	1	2	5	0	0	0	0	0	2	40	4	0	0
						22:00-23:00	226	101	34	0	19	7	2	4	4	0	0	0	0	0	2	50	2	1	0
						23:00-00:00	189	67	45	0	6	2	0	0	2	0	0	0	0	0	3	60	4	0	0
6	F	Ping Che Road	-	-	2-way	00:00-01:00	87	36	28	0	8	3	3	7	0	0	0	0	0	0	0	0	0	2	0
						01:00-02:00	55	22	25	0	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	68	22	22	0	15	5	1	2	0	0	0	0	0	0	0	0	0	1	0
						03:00-04:00	57	15	18	0	13	5	2	3	0	0	0	0	0	0	0	0	0	1	0
						04:00-05:00	64	11	12	0	9	3	2	4	0	0	0	0	0	0	1	20	1	1	0
						05:00-06:00	142	29	23	0	12	4	6	11	2	0	0	0	0	0	2	49	1	3	0
						06:00-07:00	247	71	18	0	27	10	7	14	8	0	3	2	2	3	3	68	7	4	0
						07:00-08:00	548	267	28	1	67	24	20	40	10	1	5	3	2	5	2	48	14	11	0
						08:00-09:00	860	332	66	2	156	56	47	92	11	1	6	4	2	5	2	39	15	24	0
						09:00-10:00	928	252	54	2	172	62	87	172	7	0	2	1	1	2	3	58	8	45	0
						10:00-11:00	785	201	47	2	158	57	75	147	5	0	2	1	1	2	2	39	8	38	0
						11:00-12:00	810	256	50	2	174	62	62	123	5	0	2	1	1	2	1	30	7	32	0
						12:00-13:00	743	222	36	2	146	52	56	110	5	1	6	4	3	6	3	59	3	29	0
						13:00-14:00	864	296	53	2	170	61	62	123	5	1	4	3	2	4	2	40	4	32	0
						14:00-15:00	793	256	52	2	174	63	58	114	3	0	2	1	1	2	1	30	4	30	0
						15:00-16:00	851	289	45	2	169	61	62	123	4	1	5	3	2	5	2	40	6	32	0
						16:00-17:00	831	309	46	2	144	52	58	114	7	1	6	4	3	6	2	41	6	30	0
						17:00-18:00	807	350	70	1	108	39	43	85	9	1	6	4	3	6	2	41	17	22	0
						18:00-19:00	650	348	66	1	56	20	18	36	8	0	1	1	1	1	3	61	20	9	0
						19:00-20:00	391	225	55	0	22	8	5	9	8	0	0	0	0	0	2	51	4	2	0
						20:00-21:00	323	176	31	0	21	8	6	11	7	0	0	0	0	0	2	51	7	3	0
						21:00-22:00	225	106	30	0	26	9	1	2	5	0	0	0	0	0	2	40	4	0	0
						22:00-23:00	253	118	39	0	22	8	2	4	4	0	0	0	0	0	2	50	3	1	0
						23:00-00:00	210	78	53	0	7	3	0	0	2	0	0	0	0	0	3	60	4	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
7	G	Ng Chow South Road	-	-	2-way	00:00-01:00	29	12	9	0	3	1	1	2	0	0	0	0	0	0	0	0	0	1	0
						01:00-02:00	17	7	8	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	22	7	7	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	17	5	6	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	13	3	4	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	28	9	7	0	4	1	2	4	0	0	0	0	0	0	0	0	0	1	0
						06:00-07:00	50	21	5	0	9	3	2	4	0	0	1	1	0	1	0	0	2	1	0
						07:00-08:00	146	76	8	0	22	8	7	13	0	0	1	1	1	1	0	0	4	4	0
						08:00-09:00	248	93	18	1	53	19	16	31	0	0	2	1	1	1	0	0	4	8	0
						09:00-10:00	271	73	16	1	57	21	29	57	0	0	0	0	0	0	0	0	2	15	0
						10:00-11:00	233	60	14	1	52	18	24	48	0	0	1	0	0	1	0	0	2	12	0
						11:00-12:00	243	79	15	1	55	20	20	39	0	0	1	0	0	1	0	0	2	10	0
						12:00-13:00	211	70	11	0	46	16	18	34	0	0	2	1	1	2	0	0	1	9	0
						13:00-14:00	257	97	17	1	52	19	19	37	0	0	1	1	1	1	0	0	1	10	0
						14:00-15:00	238	86	17	1	52	19	17	34	0	0	1	0	0	1	0	0	1	9	0
						15:00-16:00	251	99	16	1	48	17	18	35	0	0	2	1	1	2	0	0	2	9	0
						16:00-17:00	243	109	16	0	40	14	16	32	0	0	2	1	1	2	0	0	2	8	0
						17:00-18:00	243	126	25	0	29	10	12	23	0	0	2	1	1	2	0	0	6	6	0
						18:00-19:00	192	124	23	0	15	5	5	10	0	0	0	0	0	0	0	0	7	3	0
						19:00-20:00	112	79	19	0	6	2	1	3	0	0	0	0	0	0	0	0	1	1	0
						20:00-21:00	88	61	11	0	6	2	2	3	0	0	0	0	0	0	0	0	2	1	0
						21:00-22:00	59	36	10	0	8	3	0	1	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	65	40	13	0	7	2	1	1	0	0	0	0	0	0	0	0	1	0	0
						23:00-00:00	48	26	18	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0
8	H	Ng Chow South Road	-	-	2-way	00:00-01:00	13	6	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	9	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	11	4	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	9	3	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	7	2	2	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	15	5	4	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	27	11	3	0	4	2	1	2	0	0	1	0	0	1	0	0	1	1	0
						07:00-08:00	77	41	4	0	11	4	3	7	0	0	1	1	0	1	0	0	2	2	0
						08:00-09:00	127	50	10	0	26	9	8	15	0	0	1	1	0	1	0	0	2	4	0
						09:00-10:00	135	39	8	0	28	10	14	28	0	0	0	0	0	0	0	0	1	7	0
						10:00-11:00	115	32	7	0	25	9	12	23	0	0	0	0	0	0	0	0	1	6	0
						11:00-12:00	119	42	8	0	26	9	9	19	0	0	0	0	0	0	0	0	1	5	0
						12:00-13:00	104	38	6	0	21	8	8	16	0	0	1	1	0	1	0	0	0	4	0
						13:00-14:00	128	52	9	0	24	9	9	17	0	0	1	0	0	1	0	0	1	5	0
						14:00-15:00	115	46	9	0	24	8	8	15	0	0	0	0	0	0	0	0	1	4	0
						15:00-16:00	123	53	8	0	22	8	8	16	0	0	1	1	0	1	0	0	1	4	0
						16:00-17:00	121	58	9	0	18	6	7	14	0	0	1	1	1	1	0	0	1	4	0
						17:00-18:00	122	67	14	0	12	4	5	10	0	0	1	1	1	1	0	0	3	3	0
						18:00-19:00	98	66	12	0	7	2	2	4	0	0	0	0	0	0	0	0	4	1	0
						19:00-20:00	59	42	10	0	3	1	1	1	0	0	0	0	0	0	0	0	1	0	0
						20:00-21:00	45	32	6	0	3	1	1	1	0	0	0	0	0	0	0	0	1	0	0
						21:00-22:00	29	19	5	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	34	21	7	0	3	1	0	1	0	0	0	0	0	0	0	0	1	0	0
						23:00-00:00	25	14	9	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9	I	Ng Chow Road	-	-	2-way	00:00-01:00	13	6	4	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	8	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	10	3	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	9	2	3	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	8	2	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	14	4	3	0	2	1	1	2	0	0	0	0	0	0	0	0	0	1	0
						06:00-07:00	23	9	2	0	5	2	1	2	0	0	0	0	0	0	0	0	1	1	0
						07:00-08:00	72	35	4	0	12	4	4	7	0	0	1	0	0	1	0	0	2	2	0
						08:00-09:00	120	42	8	0	28	10	8	16	0	0	1	0	0	1	0	0	2	4	0
						09:00-10:00	135	33	7	0	30	11	15	30	0	0	0	0	0	0	0	0	1	8	0
						10:00-11:00	117	28	6	0	27	10	13	25	0	0	0	0	0	0	0	0	1	7	0
						11:00-12:00	122	37	7	0	29	11	11	21	0	0	0	0	0	0	0	0	1	5	0
						12:00-13:00	106	33	5	0	24	9	9	18	0	0	1	1	0	1	0	0	0	5	0
						13:00-14:00	130	46	8	0	28	10	10	20	0	0	1	0	0	1	0	0	1	5	0
						14:00-15:00	120	41	8	0	28	10	9	18	0	0	0	0	0	0	0	0	1	5	0
						15:00-16:00	128	48	7	0	26	9	10	19	0	0	1	1	0	1	0	0	1	5	0
						16:00-17:00	125	53	8	0	22	8	9	17	0	0	1	1	0	1	0	0	1	4	0
						17:00-18:00	122	61	12	0	16	6	6	12	0	0	1	1	0	1	0	0	3	3	0
						18:00-19:00	94	60	11	0	8	3	3	5	0	0	0	0	0	0	0	0	3	1	0
						19:00-20:00	54	38	9	0	3	1	1	1	0	0	0	0	0	0	0	0	1	0	0
						20:00-21:00	42	29	5	0	3	1	1	2	0	0	0	0	0	0	0	0	1	0	0
						21:00-22:00	28	17	5	0	4	1	0	0	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	30	19	6	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	22	12	8	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10	J	Ng Chow Road	-	-	2-way	00:00-01:00	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	5	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	4	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	7	3	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	13	6	2	0	2	1	0	1	0	0	0	0	0	0	0	0	1	0	0
						07:00-08:00	40	24	3	0	5	2	1	3	0	0	0	0	0	0	0	0	1	1	0
						08:00-09:00	62	28	6	0	11	4	3	7	0	0	0	0	0	0	0	0	1	2	0
						09:00-10:00	66	23	5	0	12	4	6	12	0	0	0	0	0	0	0	0	1	3	0
						10:00-11:00	57	19	4	0	11	4	5	10	0	0	0	0	0	0	0	0	1	3	0
						11:00-12:00	60	25	5	0	11	4	4	8	0	0	0	0	0	0	0	0	1	2	0
						12:00-13:00	53	23	4	0	9	3	3	7	0	0	1	0	0	1	0	0	0	2	0
						13:00-14:00	65	32	6	0	10	4	4	7	0	0	0	0	0	0	0	0	0	2	0
						14:00-15:00	57	28	6	0	9	3	3	6	0	0	0	0	0	0	0	0	0	2	0
						15:00-16:00	63	33	5	0	8	3	3	6	0	0	1	0	0	1	0	0	1	2	0
						16:00-17:00	63	37	5	0	7	2	3	5	0	0	1	0	0	1	0	0	1	1	0
						17:00-18:00	69	43	9	0	4	2	2	4	0	0	1	0	0	1	0	0	2	1	0
						18:00-19:00	58	42	8	0	2	1	1	2	0	0	0	0	0	0	0	0	2	0	0
						19:00-20:00	35	26	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
						20:00-21:00	27	20	4	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0
						21:00-22:00	16	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	18	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	14	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	K	Unnamed Road	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	3	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	3	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	L	Unnamed Road	-	-	2-way	00:00-01:00	14	5	4	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	8	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	10	3	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	10	2	3	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	8	2	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	15	4	3	0	3	1	1	2	0	0	0	0	0	0	0	0	0	1	0
						06:00-07:00	27	10	3	0	6	2	1	3	0	0	0	0	0	0	0	0	1	1	0
						07:00-08:00	80	38	4	0	14	5	4	9	0	0	1	0	0	1	0	0	2	2	0
						08:00-09:00	144	48	10	0	34	12	10	20	0	0	1	1	0	1	0	0	2	5	0
						09:00-10:00	161	36	8	0	37	13	19	37	0	0	0	0	0	0	0	0	1	10	0
						10:00-11:00	139	29	7	0	34	12	16	32	0	0	0	0	0	0	0	0	1	8	0
						11:00-12:00	140	36	7	0	37	13	13	26	0	0	0	0	0	0	0	0	1	7	0
						12:00-13:00	123	31	5	0	31	11	12	24	0	0	1	1	0	1	0	0	0	6	0
						13:00-14:00	147	42	7	0	36	13	13	26	0	0	1	0	0	1	0	0	1	7	0
						14:00-15:00	136	36	7	0	37	13	12	24	0	0	0	0	0	0	0	0	1	6	0
						15:00-16:00	144	40	6	0	36	13	13	26	0	0	1	0	0	1	0	0	1	7	0
						16:00-17:00	136	43	6	0	30	11	12	24	0	0	1	1	0	1	0	0	1	6	0
						17:00-18:00	126	48	10	0	23	8	9	18	0	0	1	1	0	1	0	0	2	5	0
						18:00-19:00	89	48	9	0	12	4	4	7	0	0	0	0	0	0	0	0	3	2	0
						19:00-20:00	51	31	8	0	5	2	1	2	0	0	0	0	0	0	0	0	1	1	0
						20:00-21:00	39	24	4	0	4	2	1	2	0	0	0	0	0	0	0	0	1	1	0
						21:00-22:00	28	15	4	0	6	2	0	0	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	29	16	5	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	22	11	7	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
13	M	Unnamed Road	-	-	2-way	00:00-01:00	14	5	4	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	7	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	10	3	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	8	2	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	7	1	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	14	4	3	0	2	1	1	2	0	0	0	0	0	0	0	0	0	1	0
						06:00-07:00	23	9	2	0	5	2	1	2	0	0	0	0	0	0	0	0	1	1	0
						07:00-08:00	71	34	4	0	12	4	4	7	0	0	1	0	0	1	0	0	2	2	0
						08:00-09:00	121	43	8	0	28	10	8	16	0	0	1	0	0	1	0	0	2	4	0
						09:00-10:00	137	32	7	0	31	11	16	31	0	0	0	0	0	0	0	0	1	8	0
						10:00-11:00	117	26	6	0	28	10	13	26	0	0	0	0	0	0	0	0	1	7	0
						11:00-12:00	121	33	6	0	31	11	11	22	0	0	0	0	0	0	0	0	1	6	0
						12:00-13:00	107	29	5	0	26	10	10	20	0	0	1	0	0	1	0	0	0	5	0
						13:00-14:00	128	38	7	0	31	11	11	22	0	0	1	0	0	0	0	0	1	6	0
						14:00-15:00	121	33	7	0	32	11	11	21	0	0	0	0	0	0	0	0	1	5	0
						15:00-16:00	129	38	6	0	31	11	11	23	0	0	1	0	0	1	0	0	1	6	0
						16:00-17:00	125	40	6	0	27	10	11	21	0	0	1	1	0	1	0	0	1	6	0
						17:00-18:00	115	46	9	0	20	7	8	16	0	0	1	1	0	1	0	0	2	4	0
						18:00-19:00	84	46	9	0	10	4	3	7	0	0	0	0	0	0	0	0	3	2	0
						19:00-20:00	45	29	7	0	4	1	1	2	0	0	0	0	0	0	0	0	1	0	0
						20:00-21:00	37	23	4	0	4	1	1	2	0	0	0	0	0	0	0	0	1	1	0
						21:00-22:00	26	14	4	0	5	2	0	0	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	26	15	5	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	19	10	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
14	N	Unnamed Road	-	-	2-way	00:00-01:00	9	4	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	7	2	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	7	2	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	4	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	10	3	2	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	17	7	2	0	3	1	1	2	0	0	0	0	0	0	0	0	1	0	0
						07:00-08:00	53	27	3	0	8	3	3	5	0	0	1	0	0	1	0	0	1	1	0
						08:00-09:00	91	34	7	0	19	7	6	11	0	0	1	0	0	1	0	0	2	3	0
						09:00-10:00	98	25	5	0	21	8	11	21	0	0	0	0	0	0	0	0	1	6	0
						10:00-11:00	87	20	5	0	20	7	10	19	0	0	0	0	0	0	0	0	1	5	0
						11:00-12:00	91	26	5	0	23	8	8	16	0	0	0	0	0	0	0	0	1	4	0
						12:00-13:00	82	22	4	0	20	7	8	15	0	0	1	0	0	1	0	0	0	4	0
						13:00-14:00	96	29	5	0	24	8	9	17	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	92	25	5	0	25	9	8	16	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	101	28	4	0	25	9	9	18	0	0	1	0	0	1	0	0	1	5	0
						16:00-17:00	98	30	4	0	22	8	9	17	0	0	1	0	0	1	0	0	1	5	0
						17:00-18:00	91	34	7	0	17	6	7	13	0	0	1	0	0	1	0	0	2	3	0
						18:00-19:00	63	34	6	0	9	3	3	5	0	0	0	0	0	0	0	0	2	1	0
						19:00-20:00	33	22	5	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	28	17	3	0	3	1	1	2	0	0	0	0	0	0	0	0	1	0	0
						21:00-22:00	18	10	3	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	21	12	4	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	14	8	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	O	Unnamed Road	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	5	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	6	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	6	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	6	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	6	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	7	4	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	6	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	P	Unnamed Road	-	-	2-way	00:00-01:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	18	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
						08:00-09:00	24	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
						09:00-10:00	19	14	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	13	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	14	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	14	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	11	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	9	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	EP8_1	EP8_1	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	EP8_2	EP8_2	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
20	EP8_3	EP8_3	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	EP8_4	EP8_4	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	EP8_5	EP8_5	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	EP9_1	EP9_1	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	EP9_2	EP9_2	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	EP9_3	EP9_3	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
26	EP9_4	EP9_4	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	EP9_5	EP9_5	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	EP9_6	EP9_6	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	EP10_1	EP10_1	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	EP10_2	EP10_2	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	EP10_3	EP10_3	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
32	EP10_4	EP10_4	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	EP10_5	EP10_5	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	EP10_6	EP10_6	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	EP10_7	EP10_7	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	EP10_8	EP10_8	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	EP10_9	EP10_9	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
38	EP11_1	EP11_1	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						08:00-09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						09:00-10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						10:00-11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						11:00-12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						12:00-13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						13:00-14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						16:00-17:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	EP11_2	EP11_2	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						08:00-09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						09:00-10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						10:00-11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						11:00-12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						12:00-13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						13:00-14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						16:00-17:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	EP11_3	EP11_3	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						08:00-09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						09:00-10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						10:00-11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						11:00-12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						12:00-13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						13:00-14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						16:00-17:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	EP12_1	EP12_1	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	EP12_2	EP12_2	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	EP12_3	EP12_3	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
1	A	Ping Yuen Road	2-way	1	18	LD	305	44.4%	33.3%	0.0%	5.6%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	2	11	LD	305	45.5%	45.5%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	3	14	LD	305	35.7%	35.7%	0.0%	21.4%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	4	10	LD	305	30.0%	40.0%	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	5	9	LD	305	22.2%	33.3%	0.0%	11.1%	11.1%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	6	20	LD	305	30.0%	25.0%	0.0%	10.0%	5.0%	5.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	7	35	LD	305	40.0%	11.4%	0.0%	11.4%	5.7%	2.9%	5.7%	0.0%	0.0%	2.9%	0.0%	0.0%	2.9%	0.0%	11.4%	2.9%	2.9%	0.0%
1	A	Ping Yuen Road	2-way	8	94	LD	305	57.4%	6.4%	0.0%	10.6%	4.3%	3.2%	6.4%	0.0%	0.0%	1.1%	1.1%	0.0%	1.1%	0.0%	3.2%	3.2%	2.1%	0.0%
1	A	Ping Yuen Road	2-way	9	146	LD	305	45.9%	8.9%	0.0%	16.4%	6.2%	4.8%	9.6%	0.0%	0.0%	0.7%	0.7%	0.0%	0.7%	0.0%	1.4%	2.1%	2.7%	0.0%
1	A	Ping Yuen Road	2-way	10	152	LD	305	33.6%	7.2%	0.0%	17.8%	6.6%	9.2%	17.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	1.3%	4.6%	0.0%
1	A	Ping Yuen Road	2-way	11	132	LD	305	31.1%	7.6%	0.0%	19.7%	6.8%	9.1%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	1.5%	4.5%	0.0%
1	A	Ping Yuen Road	2-way	12	140	LD	305	37.9%	7.1%	0.0%	20.7%	7.1%	7.1%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.7%	3.6%	0.0%
1	A	Ping Yuen Road	2-way	13	130	LD	305	35.4%	6.2%	0.0%	19.2%	6.9%	7.7%	14.6%	0.0%	0.0%	0.8%	0.8%	0.8%	0.8%	0.0%	2.3%	0.8%	3.8%	0.0%
1	A	Ping Yuen Road	2-way	14	159	LD	305	39.0%	6.9%	0.0%	18.9%	6.9%	6.9%	13.8%	0.0%	0.0%	0.6%	0.6%	0.0%	0.6%	0.0%	1.3%	0.6%	3.8%	0.0%
1	A	Ping Yuen Road	2-way	15	148	LD	305	36.5%	7.4%	0.0%	21.6%	7.4%	7.4%	14.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.7%	3.4%	0.0%
1	A	Ping Yuen Road	2-way	16	162	LD	305	37.7%	6.2%	0.0%	19.8%	6.8%	7.4%	14.2%	0.0%	0.0%	0.6%	0.6%	0.6%	0.6%	0.0%	1.2%	0.6%	3.7%	0.0%
1	A	Ping Yuen Road	2-way	17	160	LD	305	41.3%	6.3%	0.0%	17.5%	6.3%	6.9%	13.8%	0.0%	0.0%	0.6%	0.6%	0.6%	0.6%	0.0%	1.3%	0.6%	3.8%	0.0%
1	A	Ping Yuen Road	2-way	18	161	LD	305	46.6%	9.3%	0.0%	13.7%	5.0%	5.6%	10.6%	0.0%	0.0%	0.6%	0.6%	0.6%	0.6%	0.0%	1.2%	2.5%	3.1%	0.0%
1	A	Ping Yuen Road	2-way	19	124	LD	305	60.5%	11.3%	0.0%	8.9%	3.2%	3.2%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	3.2%	1.6%	0.0%
1	A	Ping Yuen Road	2-way	20	73	LD	305	65.8%	16.4%	0.0%	5.5%	2.7%	1.4%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	1.4%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	21	58	LD	305	63.8%	12.1%	0.0%	6.9%	1.7%	1.7%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	3.4%	1.7%	0.0%
1	A	Ping Yuen Road	2-way	22	38	LD	305	57.9%	15.8%	0.0%	13.2%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	2.6%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	23	43	LD	305	58.1%	18.6%	0.0%	9.3%	2.3%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	2.3%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	24	33	LD	305	51.5%	33.3%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	3.0%	0.0%	0.0%
2	B	Ping Yuen Road	2-way	1	22	LD	415	45.45%	31.82%	0.00%	9.09%	4.55%	4.55%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	2	14	LD	415	42.86%	50.00%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	3	16	LD	415	37.50%	37.50%	0.00%	18.75%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	4	13	LD	415	30.77%	38.46%	0.00%	15.38%	7.69%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	5	12	LD	415	25.00%	33.33%	0.00%	16.67%	8.33%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	6	25	LD	415	32.00%	28.00%	0.00%	8.00%	4.00%	4.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.00%	0.00%	4.00%	0.00%
2	B	Ping Yuen Road	2-way	7	46	LD	415	45.65%	10.87%	0.00%	10.87%	4.35%	2.17%	4.35%	0.00%	0.00%	2.17%	2.17%	0.00%	2.17%	0.00%	8.70%	4.35%	2.17%	0.00%
2	B	Ping Yuen Road	2-way	8	130	LD	415	62.31%	6.92%	0.00%	8.46%	3.08%	2.31%	5.38%	0.00%	0.00%	1.54%	0.77%	0.77%	1.54%	0.00%	2.31%	3.08%	1.54%	0.00%
2	B	Ping Yuen Road	2-way	9	196	LD	415	52.04%	10.20%	0.00%	12.76%	4.59%	4.08%	7.65%	0.00%	0.00%	1.02%	0.51%	0.51%	1.02%	0.00%	1.02%	2.55%	2.04%	0.00%
2	B	Ping Yuen Road	2-way	10	189	LD	415	39.68%	8.47%	0.00%	15.34%	5.82%	7.94%	15.34%	0.00%	0.00%	0.53%	0.00%	0.00%	0.00%	0.00%	1.59%	1.06%	4.23%	0.00%
2	B	Ping Yuen Road	2-way	11	161	LD	415	36.02%	8.07%	0.00%	17.39%	6.21%	8.07%	16.15%	0.00%	0.00%	0.62%	0.00%	0.00%	0.62%	0.00%	1.24%	1.24%	4.35%	0.00%
2	B	Ping Yuen Road	2-way	12	176	LD	415	40.91%	7.95%	0.00%	18.75%	6.82%	6.82%	13.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.14%	1.14%	3.41%	0.00%
2	B	Ping Yuen Road	2-way	13	158	LD	415	37.97%	6.33%	0.00%	18.35%	6.96%	6.96%	13.92%	0.00%	0.00%	1.27%	0.63%	0.63%	0.63%	0.00%	1.90%	0.63%	3.80%	0.00%
2	B	Ping Yuen Road	2-way	14	193	LD	415	40.41%	7.25%	0.00%	18.65%	6.74%	6.74%	13.47%	0.00%	0.00%	0.52%	0.52%	0.00%	0.52%	0.00%	1.04%	0.52%	3.63%	0.00%
2	B	Ping Yuen Road	2-way	15	182	LD	415	35.71%	7.14%	0.00%	21.43%	7.69%	7.14%	14.29%	0.00%	0.00%	0.55%	0.00%	0.00%	0.55%	0.00%	1.10%	0.55%	3.85%	0.00%
2	B	Ping Yuen Road	2-way	16	195	LD	415	36.41%	5.64%	0.00%	20.51%	7.18%	7.69%	14.87%	0.00%	0.00%	0.51%	0.51%	0.51%	0.51%	0.00%	1.03%	0.51%	4.10%	0.00%
2	B	Ping Yuen Road	2-way	17	191	LD	415	38.22%	5.76%	0.00%	18.85%	6.81%	7.85%	15.18%	0.00%	0.00%	0.52%	0.52%	0.52%	0.52%	0.00%	1.05%	0.52%	3.66%	0.00%
2	B	Ping Yuen Road	2-way	18	183	LD	415	43.72%	8.74%	0.00%	15.30%	5.46%	6.01%	12.02%	0.00%	0.00%	0.55%	0.55%	0.55%	0.55%	0.00%	1.09%	2.19%	3.28%	0.00%
2	B	Ping Yuen Road	2-way	19	139	LD	415	58.27%	10.79%	0.00%	10.07%	3.60%	3.60%	6.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.16%	3.60%	1.44%	0.00%
2	B	Ping Yuen Road	2-way	20	82	LD	415	65.85%	15.85%	0.00%	6.10%	2.44%	1.22%	2.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.66%	1.22%	1.22%	0.00%
2	B	Ping Yuen Road	2-way	21	68	LD	415	63.24%	11.76%	0.00%	7.35%	2.94%	1.47%	4.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.41%	2.94%	1.47%	0.00%
2	B	Ping Yuen Road	2-way	22	44	LD	415	59.09%	15.91%	0.00%	13.64%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	2.27%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	23	53	LD	415	56.60%	18.87%	0.00%	9.43%	3.77%	1.89%	1.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.66%	1.89%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	24	41	LD	415	48.78%	34.15%	0.00%	4.88%	2.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.32%	2.44%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	1	40	LD	215	42.50%	32.50%	0.00%	10.00%	2.50%	2.50%	7.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.50%	0.00%
3	C	Ping Yuen Road	2-way	2	26	LD	215	38.46%	46.15%	0.00%	7.69%	3.85%	0.00%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	3	29	LD	215	34.48%	34.48%	0.00%	20.69%	6.90%	0.00%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	4	24	LD	215	29.17%	33.33%	0.00%	20.83%	8.33%	4.17%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	5	21	LD	215	23.81%	28.57%	0.00%	19.05%	4.76%	4.76%	9.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	4.76%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	6	43	LD	215	32.56%	25.58%	0.00%	11.63%	4.65%	4.65%	9.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.98%	2.33%	2.33%	0.00%
3	C	Ping Yuen Road	2-way	7	80	LD	215	42.50%	11.25%	0.00%	13.75%	5.00%	3.75%	6.25%	0.00%	0.00%	2.50%	1.25%	1.25%	2.50%	0.00%	5.00%	3.75%	1.25%	0.00%
3	C	Ping Yuen Road	2-way	8	225	LD	215	57.78%	6.22%	0.00%	11.56%	4.00%	3.56%	7.11%	0.00%	0.00%	1.33%	0.89%	0.44%	0.89%	0.00%	1.33%	3.11%	1.78%	0.00%
3	C	Ping Yuen Road	2-way	9	360	LD	215	45.56%	9.17%	0.28%	16.67%	6.11%	5.00%	9.72%	0.00%	0.00%	0.83%	0.56%	0.28%	0.83%	0.00%	0.56%	1.94%	2.50%	0.00%
3	C	Ping Yuen Road	2-way	10	369	LD	215	33.06%	7.05%	0.27%	18.16%	6.50%	9.21%	18.16%	0.00%	0.00%	0.27%	0.27%	0.00%	0.27%	0.00%	0.81%	1.08%	4.88%	0.00%
3	C	Ping Yuen Road	2-way	11	318	LD	215	30.19%	6.92%	0.31%	19.81%	7.23%	9.43%	18.55%	0.00%	0.00%	0.31%	0.31%	0.00%	0.31%	0.00%	0.63%	1.26%	4.72%	0.00%
3	C	Ping Yuen Road	2-way	12	337	LD	215	35.91%	6.82%	0.30%	21.07%	7.42%	7.42%	14.84%	0.00%	0.00%	0.30%	0.30%	0.00%	0.30%	0.00%	0.59%	0.89%	3.86%	0.00%
3	C	Ping Yuen Road	2-way	13	298	LD	215	34.56%	5.70%	0.34%	20.47%	7.38%	7.72%	15.44%	0.00%	0.00%	1.01%	0.67%	0.34%	1.01%	0.00%	1.01%	0.34%	4.03%	0.00%
3	C	Ping Yuen Road	2-way	14	360	LD	215	37.50%	6.67%	0.28%	20.00%	7.22%	7.22%	14.44%	0.00%	0.00%	0.56%	0.28%	0.28%	0.56%	0.00%	0.56%	0.56%	3.89%	0.00%
3	C	Ping Yuen Road	2-way	15	337	LD	215	34.12%	6.82%	0.30%	22.55%	8.01%	7.42%	14.84%	0.00%	0.00%	0.30%	0.30%	0.00%	0.30%	0.00%	0.59%	0.59%	3.86%	0.00%
3	C	Ping Yuen Road	2-way	16	359	LD	215	35.65%	5.57%	0.28%	20.89%	7.52%	7.80%	15.04%	0.00%	0.00%	0.56%	0.56%	0.28%	0.56%	0.00%	0.56%	0.84%	3.90%	0.00%
3	C	Ping Yuen Road	2-way	17	351	LD	215	38.46%	5.70%	0.28%	18.80%	6.84%	7.41%	14.81%	0.00%	0.00%	0.85%	0.57%	0.28%	0.85%	0.00%	0.57%	0.57%	3.99%	0.00%
3	C	Ping Yuen Road	2-way	18	337	LD	215	44.51%	8.90%	0.30%	14.84%	5.34%	5.93%	11.87%	0.00%	0.00%	0.89%	0.59%	0.30%	0.89%	0.00%	0.59%	2.08%	2.97%	0.00%
3	C	Ping Yuen Road	2-way	19	256	LD	215	58.98%	10.94%	0.00%	10.16%	3.52%	3.13%	6.25%	0.00%	0.00%	0.39%	0.00%	0.00%	0.39%	0.00%	1.17%	3.52%	1.56%	0.00%
3	C	Ping Yuen Road	2-way	20	148	LD	215	66.22%	16.22%	0.00%	6.76%	2.70%	1.35%	2.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.03%	1.35%	0.68%	0.00%
3	C	Ping Yuen Road	2-way	21	119	LD	215	65.55%	11.76%	0.00%	7.56%	2.52%	2.52%	4.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.52%	2.52%	0.84%	0.00%
3	C	Ping Yuen Road	2-way	22	81	LD	215	58.02%	16.05%	0.00%	14.81%	4.94%	0.00%	1.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.47%	2.47%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	23	92	LD	215	57.61%	19.57%	0.00%	10.87%	3.26%	1.09%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	1.09%	1.09%	0.00%
3	C	Ping Yuen Road	2-way	24	69	LD	215	52.17%	34.78%	0.00%	4.35%	1.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	2.90%	0.00%	0.00%
4	D	Ping Che Road	2-way	1	43	DD	265	44.19%	32.56%	0.00%	9.30%	2.33%	2.33%	6.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.33%	0.00%
4	D	Ping Che Road	2-way	2	28	DD	265	39.29%	46.43%	0.00%	7.14%	3.57%	0.00%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	D	Ping Che Road	2-way	3	32	DD	265	34.38%	34.38%	0.00%	21.88%	6.25%	0.00%	3.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	D	Ping Che Road	2-way	4	27	DD	265	29.63%	33.33%	0.00%	22.22%	7.41%	3.70%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	D	Ping Che Road	2-way	5	40	DD	265	15.00%	15.00%	0.00%	10.00%	2.50%	2.50%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.50%	45.00%	2.50%	0.00%	0.00%
4	D	Ping Che Road	2-way	6	91	DD	265	15.38%	13.19%	0.00%	5.49%	2.20%	3.30%	5.49%	2.20%	0.00%	0.00%	0.00%	0.00%	0.00%	2.20%	48.35%	1.10%	1.10%	0.00%
4	D	Ping Che Road	2-way	7	153	DD	265	22.88%	5.88%	0.00%	7.84%	2.61%	1.96%	3.92%	5.23%	0.00%	1.31%	0.65%	0.65%	1.31%	1.96%	40.52%	1.96%	1.31%	0.00%
4	D	Ping Che Road	2-way	8	291	DD	265	45.70%	4.81%	0.00%	10.31%	3.78%	3.09%	6.19%	3.44%	0.00%	1.03%	0.69%	0.34%	0.69%	0.69%	15.12%	2.41%	1.72%	0.00%
4	D	Ping Che Road	2-way	9	430	DD	265	38.14%	7.67%	0.23%	16.28%	5.81%	4.88%	9.53%	2.56%	0.00%	0.70%	0.47%	0.23%	0.70%	0.47%	8.14%	1.63%	2.56%	0.00%
4	D	Ping Che Road	2-way	10	463	DD	265	27.00%	5.83%	0.22%	16.63%	6.05%	8.42%	16.63%	1.51%	0.00%	0.22%	0.22%	0.00%	0.22%	0.43%	11.45%	0.86%	4.32%	0.00%
4	D	Ping Che Road	2-way	11	386	DD	265	26.17%	5.96%	0.26%	18.39%	6.48%	8.55%	16.84%	1.30%	0.00%	0.26%	0.26%	0.00%	0.26%	0.52%	9.33%	1.04%	4.40%	0.00%
4	D	Ping Che Road	2-way	12	398	DD	265	32.66%	6.28%	0.25%	19.60%	7.04%	7.04%	13.82%	1.26%	0.00%	0.25%	0.25%	0.00%	0.25%	0.25%	6.78%	0.75%	3.52%	0.00%
4	D	Ping Che Road	2-way	13	380	DD	265	29.74%	4.74%	0.26%	17.11%	6.05%	6.58%	12.89%	1.32%	0.00%	0.79%	0.53%	0.26%	0.79%	0.79%	14.47%	0.26%	3.42%	0.00%
4	D	Ping Che Road	2-way	14	432	DD	265	35.19%	6.25%	0.23%	17.59%	6.25%	6.48%	12.73%	1.16%	0.00%	0.46%	0.23%	0.23%	0.46%	0.46%	8.56%	0.46%	3.24%	0.00%
4	D	Ping Che Road	2-way	15	394	DD	265	33.50%	6.85%	0.25%	19.80%	7.11%	6.60%	12.94%	0.76%	0.00%	0.25%	0.25%	0.25%	0.25%	0.25%	7.11%	0.51%	3.30%	0.00%
4	D	Ping Che Road	2-way	16	431	DD	265	34.80%	5.57%	0.23%	17.63%	6.26%	6.50%	12.76%	0.93%	0.00%	0.70%	0.46%	0.23%	0.70%	0.46%	8.82%	0.70%	3.25%	0.00%
4	D	Ping Che Road	2-way	17	424	DD	265	38.21%	5.66%	0.24%	15.33%	5.42%	6.13%	12.03%	1.65%	0.00%	0.71%	0.47%	0.24%	0.71%	0.47%	8.96%	0.71%	3.07%	0.00%
4	D	Ping Che Road	2-way	18	422	DD	265	43.60%	8.77%	0.24%	11.37%	4.03%	4.50%	9.00%	2.13%	0.00%	0.71%	0.47%	0.24%	0.71%	0.47%	9.24%	2.13%	2.37%	0.00%
4	D	Ping Che Road	2-way	19	359	DD	265	50.97%	9.47%	0.00%	6.96%	2.51%	2.23%	4.46%	2.23%	0.00%	0.28%	0.00%	0.00%	0.28%	0.84%	15.88%	2.79%	1.11%	0.00%
4	D	Ping Che Road	2-way	20	227	DD	265	51.54%	12.78%	0.00%	4.41%	1.76%	0.88%	1.76%	3.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.88%	21.15%	0.88%	0.44%	0.00%
4	D	Ping Che Road	2-way	21	189	DD	265	48.15%	8.47%	0.00%	5.29%	1.59%	1.59%	2.65%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	1.06%	24.87%	2.12%	0.53%	0.00%
4	D	Ping Che Road	2-way	22	134	DD	265	41.04%	11.19%	0.00%	8.96%	2.99%	0.00%	0.75%	3.73%	0.00%	0.00%	0.00%	0.00%	0.00%	1.49%	28.36%	1.49%	0.00%	0.00%
4	D	Ping Che Road	2-way	23	153	DD	265	39.87%	13.07%	0.00%	6.54%	2.61%	0.65%	1.31%	2.61%	0.00%	0.00%	0.00%	0.00%	0.00%	1.31%	30.72%	0.65%	0.65%	0.00%
4	D	Ping Che Road	2-way	24	134	DD	265	29.85%	20.15%	0.00%	2.24%	0.75%	0.00%	0.00%	1.49%	0.00%	0.00%	0.00%	0.00%	0.00%	2.24%	41.79%	1.49%	0.00%	0.00%
5	E	Ping Che Road	2-way	1	75	DD	390	41.33%	32.00%	0.00%	9.33%	4.00%	4.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.33%	0.00%
5	E	Ping Che Road	2-way	2	48	DD	390	39.58%	45.83%	0.00%	6.25%	2.08%	2.08%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	E	Ping Che Road	2-way	3	59	DD	390	32.20%	32.20%	0.00%	22.03%	8.47%	1.69%	3.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	E	Ping Che Road	2-way	4	49	DD	390	26.53%	32.65%	0.00%	22.45%	8.16%	2.04%	6.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.04%	0.00%
5	E	Ping Che Road	2-way	5	60	DD	390	16.67%	18.33%	0.00%	13.33%	5.00%	3.33%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.67%	33.33%	1.67%	1.67%	0.00%
5	E	Ping Che Road	2-way	6	131	DD	390	19.08%	15.27%	0.00%	7.63%	3.05%	3.82%	7.63%	1.53%	0.00%	0.00%	0.00%	0.00%	0.00%	1.53%	37.40%	0.76%	2.29%	0.00%
5	E	Ping Che Road	2-way	7	224	DD	390	27.68%	7.14%	0.00%	10.27%	3.57%	2.68%	5.36%	3.57%	0.00%	1.34%	0.89%	0.45%	1.34%	1.34%	30.36%	2.68%	1.34%	0.00%
5	E	Ping Che Road	2-way	8	487	DD	390	48.46%	5.13%	0.21%	11.70%	4.31%	3.49%	6.98%	2.05%	0.21%	1.03%	0.62%	0.41%	0.82%	0.41%	9.86%	2.46%	1.85%	0.00%
5	E	Ping Che Road	2-way	9	753	DD	390	39.04%	7.84%	0.13%	17.53%	6.37%	5.31%	10.36%	1.46%	0.13%	0.66%	0.40%	0.27%	0.66%	0.27%	5.18%	1.73%	2.66%	0.00%
5	E	Ping Che Road	2-way	10	810	DD	390	27.28%	5.93%	0.25%	18.15%	6.54%	9.26%	18.02%	0.86%	0.00%	0.25%	0.12%	0.12%	0.12%	0.37%	7.16%	0.86%	4.69%	0.00%
5	E	Ping Che Road	2-way	11	683	DD	390	25.77%	6.00%	0.15%	19.77%	7.17%	9.37%	18.30%	0.73%	0.00%	0.29%	0.15%	0.15%	0.29%	0.29%	5.71%	1.02%	4.83%	0.00%
5	E	Ping Che Road	2-way	12	705	DD	390	31.63%	6.10%	0.28%	21.13%	7.66%	7.66%	14.89%	0.71%	0.00%	0.28%	0.14%	0.14%	0.14%	0.14%	4.26%	0.85%	3.97%	0.00%
5	E	Ping Che Road	2-way	13	647	DD	390	29.52%	4.79%	0.15%	19.47%	6.96%	7.42%	14.68%	0.77%	0.15%	0.77%	0.46%	0.31%	0.77%	0.46%	9.12%	0.31%	3.86%	0.00%
5	E	Ping Che Road	2-way	14	750	DD	390	33.87%	6.00%	0.27%	19.73%	7.07%	7.20%	14.13%	0.67%	0.00%	0.40%	0.27%	0.13%	0.40%	0.27%	5.33%	0.53%	3.73%	0.00%
5	E	Ping Che Road	2-way	15	691	DD	390	31.55%	6.37%	0.29%	22.00%	7.96%	7.38%	14.33%	0.43%	0.00%	0.29%	0.14%	0.14%	0.29%	0.14%	4.34%	0.58%	3.76%	0.00%
5	E	Ping Che Road	2-way	16	741	DD	390	32.93%	5.13%	0.27%	19.97%	7.15%	7.42%	14.44%	0.54%	0.13%	0.67%	0.40%	0.27%	0.54%	0.27%	5.40%	0.67%	3.78%	0.00%
5	E	Ping Che Road	2-way	17	721	DD	390	36.06%	5.27%	0.14%	17.61%	6.38%	7.07%	14.01%	0.97%	0.14%	0.69%	0.42%	0.28%	0.69%	0.28%	5.69%	0.69%	3.61%	0.00%
5	E	Ping Che Road	2-way	18	696	DD	390	41.95%	8.48%	0.14%	13.65%	4.89%	5.46%	10.78%	1.29%	0.14%	0.72%	0.43%	0.29%	0.72%	0.29%	5.89%	2.01%	2.87%	0.00%
5	E	Ping Che Road	2-way	19	562	DD	390	51.96%	9.79%	0.18%	8.72%	3.20%	2.85%	5.52%	1.42%	0.00%	0.18%	0.18%	0.00%	0.18%	0.53%	10.85%	3.02%	1.42%	0.00%
5	E	Ping Che Road	2-way	20	341	DD	390	55.43%	13.78%	0.00%	5.57%	2.05%	1.17%	2.35%	2.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.59%	14.96%	1.17%	0.59%	0.00%
5	E	Ping Che Road	2-way	21	284	DD	390	52.11%	9.15%	0.00%	6.69%	2.46%	1.76%	3.52%	2.46%	0.00%	0.00%	0.00%	0.00%	0.00%	0.70%	17.96%	2.11%	1.06%	0.00%
5	E	Ping Che Road	2-way	22	200	DD	390	45.00%	12.50%	0.00%	11.50%	4.00%	0.50%	1.00%	2.50%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	20.00%	2.00%	0.00%	0.00%
5	E	Ping Che Road	2-way	23	226	DD	390	44.69%	15.04%	0.00%	8.41%	3.10%	0.88%	1.77%	1.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.88%	22.12%	0.88%	0.44%	0.00%
5	E	Ping Che Road	2-way	24	189	DD	390	35.45%	23.81%	0.00%	3.17%	1.06%	0.00%	0.00%	1.06%	0.00%	0.00%	0.00%	0.00%	0.00%	1.59%	31.75%	2.12%	0.00%	0.00%
6	F	Ping Che Road	2-way	1	87	DD	75	41.38%	32.18%	0.00%	9.20%	3.45%	3.45%	8.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.30%	0.00%
6	F	Ping Che Road	2-way	2	55	DD	75	40.00%	45.45%	0.00%	7.27%	1.82%	1.82%	3.64%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
6	F	Ping Che Road	2-way	3	68	DD	75	32.35%	32.35%	0.00%	22.06%	7.35%	1.47%	2.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.47%	0.00%
6	F	Ping Che Road	2-way	4	57	DD	75	26.32%	31.58%	0.00%	22.81%	8.77%	3.51%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	0.00%
6	F	Ping Che Road	2-way	5	64	DD	75	17.19%	18.75%	0.00%	14.06%	4.69%	3.13%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.56%	31.25%	1.56%	1.56%	0.00%
6	F	Ping Che Road	2-way	6	142	DD	75	20.42%	16.20%	0.00%	8.45%	2.82%	4.23%	7.75%	1.41%	0.00%	0.00%	0.00%	0.00%	0.00%	1.41%	34.51%	0.70%	2.11%	0.00%
6	F	Ping Che Road	2-way	7	247	DD	75	28.74%	7.29%	0.00%	10.93%	4.05%	2.83%	5.67%	3.24%	0.00%	1.21%	0.81%	0.81%	1.21%	1.21%	27.53%	2.83%	1.62%	0.00%
6	F	Ping Che Road	2-way	8	548	DD	75	48.72%	5.11%	0.18%	12.23%	4.38%	3.65%	7.30%	1.82%	0.18%	0.91%	0.55%	0.36%	0.91%	0.36%	8.76%	2.55%	2.01%	0.00%
6	F	Ping Che Road	2-way	9	860	DD	75	38.60%	7.67%	0.23%	18.14%	6.51%	5.47%	10.70%	1.28%	0.12%	0.70%	0.47%	0.23%	0.58%	0.23%	4.53%	1.74%	2.79%	0.00%
6	F	Ping Che Road	2-way	10	928	DD	75	27.16%	5.82%	0.22%	18.53%	6.68%	9.38%	18.53%	0.75%	0.00%	0.22%	0.11%	0.11%	0.22%	0.32%	6.25%	0.86%	4.85%	0.00%
6	F	Ping Che Road	2-way	11	785	DD	75	25.61%	5.99%	0.25%	20.13%	7.26%	9.55%	18.73%	0.64%	0.00%	0.25%	0.13%	0.13%	0.25%	0.25%	4.97%	1.02%	4.84%	0.00%
6	F	Ping Che Road	2-way	12	810	DD	75	31.60%	6.17%	0.25%	21.48%	7.65%	7.65%	15.19%	0.62%	0.00%	0.25%	0.12%	0.12%	0.25%	0.12%	3.70%	0.86%	3.95%	0.00%
6	F	Ping Che Road	2-way	13	743	DD	75	29.88%	4.85%	0.27%	19.65%	7.00%	7.54%	14.80%	0.67%	0.13%	0.81%	0.54%	0.40%	0.81%	0.40%	7.94%	0.40%	3.90%	0.00%
6	F	Ping Che Road	2-way	14	864	DD	75	34.26%	6.13%	0.23%	19.68%	7.06%	7.18%	14.24%	0.58%	0.12%	0.46%	0.35%	0.23%	0.46%	0.23%	4.63%	0.46%	3.70%	0.00%
6	F	Ping Che Road	2-way	15	793	DD	75	32.28%	6.56%	0.25%	21.94%	7.94%	7.31%	14.38%	0.38%	0.00%	0.25%	0.13%	0.13%	0.25%	0.13%	3.78%	0.50%	3.78%	0.00%
6	F	Ping Che Road	2-way	16	851	DD	75	33.96%	5.29%	0.24%	19.86%	7.17%	7.29%	14.45%	0.47%	0.12%	0.59%	0.35%	0.24%	0.59%	0.24%	4.70%	0.71%	3.76%	0.00%
6	F	Ping Che Road	2-way	17	831	DD	75	37.18%	5.54%	0.24%	17.33%	6.26%	6.98%	13.72%	0.84%	0.12%	0.72%	0.48%	0.36%	0.72%	0.24%	4.93%	0.72%	3.61%	0.00%
6	F	Ping Che Road	2-way	18	807	DD	75	43.37%	8.67%	0.12%	13.38%	4.83%	5.33%	10.53%	1.12%	0.12%	0.74%	0.50%	0.37%	0.74%	0.25%	5.08%	2.11%	2.73%	0.00%
6	F	Ping Che Road	2-way	19	650	DD	75	53.54%	10.15%	0.15%	8.62%	3.08%	2.77%	5.54%	1.23%	0.00%	0.15%	0.15%	0.15%	0.15%	0.46%	9.38%	3.08%	1.38%	0.00%
6	F	Ping Che Road	2-way	20	391	DD	75	57.54%	14.07%	0.00%	5.63%	2.05%	1.28%	2.30%	2.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.51%	13.04%	1.02%	0.51%	0.00%
6	F	Ping Che Road	2-way	21	323	DD	75	54.49%	9.60%	0.00%	6.50%	2.48%	1.86%	3.41%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.62%	15.79%	2.17%	0.93%	0.00%
6	F	Ping Che Road	2-way	22	225	DD	75	47.11%	13.33%	0.00%	11.56%	4.00%	0.44%	0.89%	2.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.89%	17.78%	1.78%	0.00%	0.00%
6	F	Ping Che Road	2-way	23	253	DD	75	46.64%	15.42%	0.00%	8.70%	3.16%	0.79%	1.58%	1.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.79%	19.76%	1.19%	0.40%	0.00%
6	F	Ping Che Road	2-way	24	210	DD	75	37.14%	25.24%	0.00%	3.33%	1.43%	0.00%	0.00%	0.95%	0.00%	0.00%	0.00%	0.00%	0.00%	1.43%	28.57%	1.90%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
7	G	Ng Chow South Road	2-way	1	29	LD	180	41.38%	31.03%	0.00%	10.34%	3.45%	3.45%	6.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%
7	G	Ng Chow South Road	2-way	2	17	LD	180	41.18%	47.06%	0.00%	5.88%	0.00%	0.00%	5.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	3	22	LD	180	31.82%	31.82%	0.00%	22.73%	9.09%	0.00%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	4	17	LD	180	29.41%	35.29%	0.00%	23.53%	5.88%	0.00%	5.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	5	13	LD	180	23.08%	30.77%	0.00%	23.08%	7.69%	7.69%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	6	28	LD	180	32.14%	25.00%	0.00%	14.29%	3.57%	7.14%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%
7	G	Ng Chow South Road	2-way	7	50	LD	180	42.00%	10.00%	0.00%	18.00%	6.00%	4.00%	8.00%	0.00%	0.00%	2.00%	2.00%	0.00%	2.00%	0.00%	0.00%	4.00%	2.00%	0.00%
7	G	Ng Chow South Road	2-way	8	146	LD	180	52.05%	5.48%	0.00%	15.07%	5.48%	4.79%	8.90%	0.00%	0.00%	0.68%	0.68%	0.68%	0.68%	0.00%	0.00%	2.74%	2.74%	0.00%
7	G	Ng Chow South Road	2-way	9	248	LD	180	37.50%	7.26%	0.40%	21.37%	7.66%	6.45%	12.50%	0.00%	0.00%	0.81%	0.40%	0.40%	0.40%	0.00%	0.00%	1.61%	3.23%	0.00%
7	G	Ng Chow South Road	2-way	10	271	LD	180	26.94%	5.90%	0.37%	21.03%	7.75%	10.70%	21.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.74%	5.54%	0.00%
7	G	Ng Chow South Road	2-way	11	233	LD	180	25.75%	6.01%	0.43%	22.32%	7.73%	10.30%	20.60%	0.00%	0.00%	0.43%	0.00%	0.00%	0.43%	0.00%	0.00%	0.86%	5.15%	0.00%
7	G	Ng Chow South Road	2-way	12	243	LD	180	32.51%	6.17%	0.41%	22.63%	8.23%	8.23%	16.05%	0.00%	0.00%	0.41%	0.00%	0.00%	0.41%	0.00%	0.00%	0.82%	4.12%	0.00%
7	G	Ng Chow South Road	2-way	13	211	LD	180	33.18%	5.21%	0.00%	21.80%	7.58%	8.53%	16.11%	0.00%	0.00%	0.95%	0.47%	0.47%	0.95%	0.00%	0.00%	0.47%	4.27%	0.00%
7	G	Ng Chow South Road	2-way	14	257	LD	180	37.74%	6.61%	0.39%	20.23%	7.39%	7.39%	14.40%	0.00%	0.00%	0.39%	0.39%	0.39%	0.39%	0.00%	0.00%	0.39%	3.89%	0.00%
7	G	Ng Chow South Road	2-way	15	238	LD	180	36.13%	7.14%	0.42%	21.85%	7.98%	7.14%	14.29%	0.00%	0.00%	0.42%	0.00%	0.00%	0.42%	0.00%	0.00%	0.42%	3.78%	0.00%
7	G	Ng Chow South Road	2-way	16	251	LD	180	39.44%	6.37%	0.40%	19.12%	6.77%	7.17%	13.94%	0.00%	0.00%	0.80%	0.40%	0.40%	0.80%	0.00%	0.00%	0.80%	3.59%	0.00%
7	G	Ng Chow South Road	2-way	17	243	LD	180	44.86%	6.58%	0.00%	16.46%	5.76%	6.58%	13.17%	0.00%	0.00%	0.82%	0.41%	0.41%	0.82%	0.00%	0.00%	0.82%	3.29%	0.00%
7	G	Ng Chow South Road	2-way	18	243	LD	180	51.85%	10.29%	0.00%	11.93%	4.12%	4.94%	9.47%	0.00%	0.00%	0.82%	0.41%	0.41%	0.82%	0.00%	0.00%	2.47%	2.47%	0.00%
7	G	Ng Chow South Road	2-way	19	192	LD	180	64.58%	11.98%	0.00%	7.81%	2.60%	2.60%	5.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.65%	1.56%	0.00%
7	G	Ng Chow South Road	2-way	20	112	LD	180	70.54%	16.96%	0.00%	5.36%	1.79%	0.89%	2.68%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.89%	0.89%	0.00%
7	G	Ng Chow South Road	2-way	21	88	LD	180	69.32%	12.50%	0.00%	6.82%	2.27%	2.27%	3.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.27%	1.14%	0.00%
7	G	Ng Chow South Road	2-way	22	59	LD	180	61.02%	16.95%	0.00%	13.56%	5.08%	0.00%	1.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.69%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	23	65	LD	180	61.54%	20.00%	0.00%	10.77%	3.08%	1.54%	1.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.54%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	24	48	LD	180	54.17%	37.50%	0.00%	4.17%	2.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.08%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	1	13	LD	165	46.15%	38.46%	0.00%	7.69%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	2	9	LD	165	44.44%	44.44%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	3	11	LD	165	36.36%	36.36%	0.00%	18.18%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	4	9	LD	165	33.33%	33.33%	0.00%	22.22%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	5	7	LD	165	28.57%	28.57%	0.00%	14.29%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	6	15	LD	165	33.33%	26.67%	0.00%	13.33%	6.67%	6.67%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	7	27	LD	165	40.74%	11.11%	0.00%	14.81%	7.41%	3.70%	7.41%	0.00%	0.00%	3.70%	0.00%	0.00%	3.70%	0.00%	0.00%	3.70%	3.70%	0.00%
8	H	Ng Chow South Road	2-way	8	77	LD	165	53.25%	5.19%	0.00%	14.29%	5.19%	3.90%	9.09%	0.00%	0.00%	1.30%	1.30%	0.00%	1.30%	0.00%	0.00%	2.60%	2.60%	0.00%
8	H	Ng Chow South Road	2-way	9	127	LD	165	39.37%	7.87%	0.00%	20.47%	7.09%	6.30%	11.81%	0.00%	0.00%	0.79%	0.79%	0.00%	0.79%	0.00%	0.00%	1.57%	3.15%	0.00%
8	H	Ng Chow South Road	2-way	10	135	LD	165	28.89%	5.93%	0.00%	20.74%	7.41%	10.37%	20.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.74%	5.19%	0.00%
8	H	Ng Chow South Road	2-way	11	115	LD	165	27.83%	6.09%	0.00%	21.74%	7.83%	10.43%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.87%	5.22%	0.00%
8	H	Ng Chow South Road	2-way	12	119	LD	165	35.29%	6.72%	0.00%	21.85%	7.56%	7.56%	15.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.84%	4.20%	0.00%
8	H	Ng Chow South Road	2-way	13	104	LD	165	36.54%	5.77%	0.00%	20.19%	7.69%	7.69%	15.38%	0.00%	0.00%	0.96%	0.96%	0.00%	0.96%	0.00%	0.00%	0.00%	3.85%	0.00%
8	H	Ng Chow South Road	2-way	14	128	LD	165	40.63%	7.03%	0.00%	18.75%	7.03%	7.03%	13.28%	0.00%	0.00%	0.78%	0.00%	0.00%	0.78%	0.00%	0.00%	0.78%	3.91%	0.00%
8	H	Ng Chow South Road	2-way	15	115	LD	165	40.00%	7.83%	0.00%	20.87%	6.96%	6.96%	13.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.87%	3.48%	0.00%
8	H	Ng Chow South Road	2-way	16	123	LD	165	43.09%	6.50%	0.00%	17.89%	6.50%	6.50%	13.01%	0.00%	0.00%	0.81%	0.81%	0.00%	0.81%	0.00%	0.00%	0.81%	3.25%	0.00%
8	H	Ng Chow South Road	2-way	17	121	LD	165	47.93%	7.44%	0.00%	14.88%	4.96%	5.79%	11.57%	0.00%	0.00%	0.83%	0.83%	0.83%	0.83%	0.00%	0.00%	0.83%	3.31%	0.00%
8	H	Ng Chow South Road	2-way	18	122	LD	165	54.92%	11.48%	0.00%	9.84%	3.28%	4.10%	8.20%	0.00%	0.00%	0.82%	0.82%	0.82%	0.82%	0.00%	0.00%	2.46%	2.46%	0.00%
8	H	Ng Chow South Road	2-way	19	98	LD	165	67.35%	12.24%	0.00%	7.14%	2.04%	2.04%	4.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.08%	1.02%	0.00%
8	H	Ng Chow South Road	2-way	20	59	LD	165	71.19%	16.95%	0.00%	5.08%	1.69%	1.69%	1.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.69%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	21	45	LD	165	71.11%	13.33%	0.00%	6.67%	2.22%	2.22%	2.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.22%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	22	29	LD	165	65.52%	17.24%	0.00%	10.34%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	23	34	LD	165	61.76%	20.59%	0.00%	8.82%	2.94%	0.00%	2.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.94%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	24	25	LD	165	56.00%	36.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	1	13	LD	540	46.15%	30.77%	0.00%	7.69%	0.00%	7.69%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	2	8	LD	540	37.50%	50.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	3	10	LD	540	30.00%	30.00%	0.00%	30.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	4	9	LD	540	22.22%	33.33%	0.00%	22.22%	11.11%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	5	8	LD	540	25.00%	25.00%	0.00%	25.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	6	14	LD	540	28.57%	21.43%	0.00%	14.29%	7.14%	7.14%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	0.00%
9	I	Ng Chow Road	2-way	7	23	LD	540	39.13%	8.70%	0.00%	21.74%	8.70%	4.35%	8.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	4.35%	0.00%
9	I	Ng Chow Road	2-way	8	72	LD	540	48.61%	5.56%	0.00%	16.67%	5.56%	5.56%	9.72%	0.00%	0.00%	1.39%	0.00%	0.00%	1.39%	0.00%	0.00%	2.78%	2.78%	0.00%
9	I	Ng Chow Road	2-way	9	120	LD	540	35.00%	6.67%	0.00%	23.33%	8.33%	6.67%	13.33%	0.00%	0.00%	0.83%	0.00%	0.00%	0.83%	0.00%	0.00%	1.67%	3.33%	0.00%
9	I	Ng Chow Road	2-way	10	135	LD	540	24.44%	5.19%	0.00%	22.22%	8.15%	11.11%	22.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.74%	5.93%	0.00%
9	I	Ng Chow Road	2-way	11	117	LD	540	23.93%	5.13%	0.00%	23.08%	8.55%	11.11%	21.37%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.85%	5.98%	0.00%
9	I	Ng Chow Road	2-way	12	122	LD	540	30.33%	5.74%	0.00%	23.77%	9.02%	9.02%	17.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.82%	4.10%	0.00%
9	I	Ng Chow Road	2-way	13	106	LD	540	31.13%	4.72%	0.00%	22.64%	8.49%	8.49%	16.98%	0.00%	0.00%	0.94%	0.94%	0.00%	0.94%	0.00%	0.00%	0.00%	4.72%	0.00%
9	I	Ng Chow Road	2-way	14	130	LD	540	35.38%	6.15%	0.00%	21.54%	7.69%	7.69%	15.38%	0.00%	0.00%	0.77%	0.00%	0.00%	0.77%	0.00%	0.00%	0.77%	3.85%	0.00%
9	I	Ng Chow Road	2-way	15	120	LD	540	34.17%	6.67%	0.00%	23.33%	8.33%	7.50%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%	4.17%	0.00%
9	I	Ng Chow Road	2-way	16	128	LD	540	37.50%	5.47%	0.00%	20.31%	7.03%	7.81%	14.84%	0.00%	0.00%	0.78%	0.78%	0.00%	0.78%	0.00%	0.00%	0.78%	3.91%	0.00%
9	I	Ng Chow Road	2-way	17	125	LD	540	42.40%	6.40%	0.00%	17.60%	6.40%	7.20%	13.60%	0.00%	0.00%	0.80%	0.80%	0.00%	0.80%	0.00%	0.00%	0.80%	3.20%	0.00%
9	I	Ng Chow Road	2-way	18	122	LD	540	50.00%	9.84%	0.00%	13.11%	4.92%	4.92%	9.84%	0.00%	0.00%	0.82%	0.82%	0.00%	0.82%	0.00%	0.00%	2.46%	2.46%	0.00%
9	I	Ng Chow Road	2-way	19	94	LD	540	63.83%	11.70%	0.00%	8.51%	3.19%	3.19%	5.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.19%	1.06%	0.00%
9	I	Ng Chow Road	2-way	20	54	LD	540	70.37%	16.67%	0.00%	5.56%	1.85%	1.85%	1.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.85%	0.00%	0.00%
9	I	Ng Chow Road	2-way	21	42	LD	540	69.05%	11.90%	0.00%	7.14%	2.38%	2.38%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.38%	0.00%	0.00%
9	I	Ng Chow Road	2-way	22	28	LD	540	60.71%	17.86%	0.00%	14.29%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	0.00%
9	I	Ng Chow Road	2-way	23	30	LD	540	63.33%	20.00%	0.00%	10.00%	3.33%	0.00%	3.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	24	22	LD	540	54.55%	36.36%	0.00%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	0.00%
10	J	Ng Chow Road	2-way	1	7	LD	85	57.14%	42.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	2	5	LD	85	40.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	3	5	LD	85	40.00%	40.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	4	4	LD	85	25.00%	50.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	5	3	LD	85	33.33%	33.33%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	6	7	LD	85	42.86%	28.57%	0.00%	14.29%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	7	13	LD	85	46.15%	15.38%	0.00%	15.38%	7.69%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%
10	J	Ng Chow Road	2-way	8	40	LD	85	60.00%	7.50%	0.00%	12.50%	5.00%	2.50%	7.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.50%	2.50%	0.00%
10	J	Ng Chow Road	2-way	9	62	LD	85	45.16%	9.68%	0.00%	17.74%	6.45%	4.84%	11.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.61%	3.23%	0.00%
10	J	Ng Chow Road	2-way	10	66	LD	85	34.85%	7.58%	0.00%	18.18%	6.06%	9.09%	18.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.52%	4.55%	0.00%
10	J	Ng Chow Road	2-way	11	57	LD	85	33.33%	7.02%	0.00%	19.30%	7.02%	8.77%	17.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	5.26%	0.00%
10	J	Ng Chow Road	2-way	12	60	LD	85	41.67%	8.33%	0.00%	18.33%	6.67%	6.67%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.67%	3.33%	0.00%
10	J	Ng Chow Road	2-way	13	53	LD	85	43.40%	7.55%	0.00%	16.98%	5.66%	5.66%	13.21%	0.00%	0.00%	1.89%	0.00%	0.00%	1.89%	0.00%	0.00%	0.00%	3.77%	0.00%
10	J	Ng Chow Road	2-way	14	65	LD	85	49.23%	9.23%	0.00%	15.38%	6.15%	6.15%	10.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.08%	0.00%
10	J	Ng Chow Road	2-way	15	57	LD	85	49.12%	10.53%	0.00%	15.79%	5.26%	5.26%	10.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.51%	0.00%
10	J	Ng Chow Road	2-way	16	63	LD	85	52.38%	7.94%	0.00%	12.70%	4.76%	4.76%	9.52%	0.00%	0.00%	1.59%	0.00%	0.00%	1.59%	0.00%	0.00%	1.59%	3.17%	0.00%
10	J	Ng Chow Road	2-way	17	63	LD	85	58.73%	7.94%	0.00%	11.11%	3.17%	4.76%	7.94%	0.00%	0.00%	1.59%	0.00%	0.00%	1.59%	0.00%	0.00%	1.59%	1.59%	0.00%
10	J	Ng Chow Road	2-way	18	69	LD	85	62.32%	13.04%	0.00%	5.80%	2.90%	2.90%	5.80%	0.00%	0.00%	1.45%	0.00%	0.00%	1.45%	0.00%	0.00%	2.90%	1.45%	0.00%
10	J	Ng Chow Road	2-way	19	58	LD	85	72.41%	13.79%	0.00%	3.45%	1.72%	1.72%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%	0.00%
10	J	Ng Chow Road	2-way	20	35	LD	85	74.29%	20.00%	0.00%	2.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.86%	0.00%	0.00%
10	J	Ng Chow Road	2-way	21	27	LD	85	74.07%	14.81%	0.00%	3.70%	0.00%	0.00%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.70%	0.00%	0.00%
10	J	Ng Chow Road	2-way	22	16	LD	85	75.00%	18.75%	0.00%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	23	18	LD	85	72.22%	22.22%	0.00%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	24	14	LD	85	57.14%	42.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	1	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	2	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	3	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	4	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	5	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	6	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	7	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	8	2	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	9	3	LD	370	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	10	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	11	3	LD	370	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	12	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	13	3	LD	370	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	14	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	15	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	16	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	17	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	18	3	LD	370	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	19	2	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	20	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	21	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	22	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	23	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	24	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	1	14	LD	190	35.71%	28.57%	0.00%	14.29%	7.14%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	2	8	LD	190	37.50%	50.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	3	10	LD	190	30.00%	30.00%	0.00%	30.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	4	10	LD	190	20.00%	30.00%	0.00%	30.00%	10.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	5	8	LD	190	25.00%	25.00%	0.00%	25.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	6	15	LD	190	26.67%	20.00%	0.00%	20.00%	6.67%	6.67%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.67%	0.00%
12	L	Unnamed Road	2-way	7	27	LD	190	37.04%	11.11%	0.00%	22.22%	7.41%	3.70%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.70%	3.70%	0.00%
12	L	Unnamed Road	2-way	8	80	LD	190	47.50%	5.00%	0.00%	17.50%	6.25%	5.00%	11.25%	0.00%	0.00%	1.25%	0.00%	0.00%	1.25%	0.00%	0.00%	2.50%	2.50%	0.00%
12	L	Unnamed Road	2-way	9	144	LD	190	33.33%	6.94%	0.00%	23.61%	8.33%	6.94%	13.89%	0.00%	0.00%	0.69%	0.69%	0.00%	0.69%	0.00%	0.00%	1.39%	3.47%	0.00%
12	L	Unnamed Road	2-way	10	161	LD	190	22.36%	4.97%	0.00%	22.98%	8.07%	11.80%	22.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.62%	6.21%	0.00%
12	L	Unnamed Road	2-way	11	139	LD	190	20.86%	5.04%	0.00%	24.46%	8.63%	11.51%	23.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.72%	5.76%	0.00%
12	L	Unnamed Road	2-way	12	140	LD	190	25.71%	5.00%	0.00%	26.43%	9.29%	9.29%	18.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.71%	5.00%	0.00%
12	L	Unnamed Road	2-way	13	123	LD	190	25.20%	4.07%	0.00%	25.20%	8.94%	9.76%	19.51%	0.00%	0.00%	0.81%	0.81%	0.00%	0.81%	0.00%	0.00%	0.00%	4.88%	0.00%
12	L	Unnamed Road	2-way	14	147	LD	190	28.57%	4.76%	0.00%	24.49%	8.84%	8.84%	17.69%	0.00%	0.00%	0.68%	0.00%	0.00%	0.68%	0.00%	0.00%	0.68%	4.76%	0.00%
12	L	Unnamed Road	2-way	15	136	LD	190	26.47%	5.15%	0.00%	27.21%	9.56%	8.82%	17.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.74%	4.41%	0.00%
12	L	Unnamed Road	2-way	16	144	LD	190	27.78%	4.17%	0.00%	25.00%	9.03%	9.03%	18.06%	0.00%	0.00%	0.69%	0.00%	0.00%	0.69%	0.00%	0.00%	0.69%	4.86%	0.00%
12	L	Unnamed Road	2-way	17	136	LD	190	31.62%	4.41%	0.00%	22.06%	8.09%	8.82%	17.65%	0.00%	0.00%	0.74%	0.74%	0.00%	0.74%	0.00%	0.00%	0.74%	4.41%	0.00%
12	L	Unnamed Road	2-way	18	126	LD	190	38.10%	7.94%	0.00%	18.25%	6.35%	7.14%	14.29%	0.00%	0.00%	0.79%	0.79%	0.00%	0.79%	0.00%	0.00%	1.59%	3.97%	0.00%
12	L	Unnamed Road	2-way	19	89	LD	190	53.93%	10.11%	0.00%	13.48%	4.49%	4.49%	7.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.37%	2.25%	0.00%
12	L	Unnamed Road	2-way	20	51	LD	190	60.78%	15.69%	0.00%	9.80%	3.92%	1.96%	3.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.96%	1.96%	0.00%
12	L	Unnamed Road	2-way	21	39	LD	190	61.54%	10.26%	0.00%	10.26%	5.13%	2.56%	5.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.56%	2.56%	0.00%
12	L	Unnamed Road	2-way	22	28	LD	190	53.57%	14.29%	0.00%	21.43%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	0.00%
12	L	Unnamed Road	2-way	23	29	LD	190	55.17%	17.24%	0.00%	17.24%	6.90%	0.00%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	24	22	LD	190	50.00%	31.82%	0.00%	9.09%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
13	M	Unnamed Road	2-way	1	14	LD	105	35.71%	28.57%	0.00%	14.29%	7.14%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	2	7	LD	105	42.86%	42.86%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	3	10	LD	105	30.00%	30.00%	0.00%	30.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	4	8	LD	105	25.00%	25.00%	0.00%	25.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	5	7	LD	105	14.29%	28.57%	0.00%	28.57%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	6	14	LD	105	28.57%	21.43%	0.00%	14.29%	7.14%	7.14%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	0.00%
13	M	Unnamed Road	2-way	7	23	LD	105	39.13%	8.70%	0.00%	21.74%	8.70%	4.35%	8.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	4.35%	0.00%
13	M	Unnamed Road	2-way	8	71	LD	105	47.89%	5.63%	0.00%	16.90%	5.63%	5.63%	9.86%	0.00%	0.00%	1.41%	0.00%	0.00%	1.41%	0.00%	0.00%	2.82%	2.82%	0.00%
13	M	Unnamed Road	2-way	9	121	LD	105	35.54%	6.61%	0.00%	23.14%	8.26%	6.61%	13.22%	0.00%	0.00%	0.83%	0.00%	0.00%	0.83%	0.00%	0.00%	1.65%	3.31%	0.00%
13	M	Unnamed Road	2-way	10	137	LD	105	23.36%	5.11%	0.00%	22.63%	8.03%	11.68%	22.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.73%	5.84%	0.00%
13	M	Unnamed Road	2-way	11	117	LD	105	22.22%	5.13%	0.00%	23.93%	8.55%	11.11%	22.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.85%	5.98%	0.00%
13	M	Unnamed Road	2-way	12	121	LD	105	27.27%	4.96%	0.00%	25.62%	9.09%	9.09%	18.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%	4.96%	0.00%
13	M	Unnamed Road	2-way	13	107	LD	105	27.10%	4.67%	0.00%	24.30%	9.35%	9.35%	18.69%	0.00%	0.00%	0.93%	0.00%	0.00%	0.93%	0.00%	0.00%	0.00%	4.67%	0.00%
13	M	Unnamed Road	2-way	14	128	LD	105	29.69%	5.47%	0.00%	24.22%	8.59%	8.59%	17.19%	0.00%	0.00%	0.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.78%	4.69%	0.00%
13	M	Unnamed Road	2-way	15	121	LD	105	27.27%	5.79%	0.00%	26.45%	9.09%	9.09%	17.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%	4.13%	0.00%
13	M	Unnamed Road	2-way	16	129	LD	105	29.46%	4.65%	0.00%	24.03%	8.53%	8.53%	17.83%	0.00%	0.00%	0.78%	0.00%	0.00%	0.78%	0.00%	0.00%	0.78%	4.65%	0.00%
13	M	Unnamed Road	2-way	17	125	LD	105	32.00%	4.80%	0.00%	21.60%	8.00%	8.80%	16.80%	0.00%	0.00%	0.80%	0.80%	0.00%	0.80%	0.00%	0.00%	0.80%	4.80%	0.00%
13	M	Unnamed Road	2-way	18	115	LD	105	40.00%	7.83%	0.00%	17.39%	6.09%	6.96%	13.91%	0.00%	0.00%	0.87%	0.87%	0.00%	0.87%	0.00%	0.00%	1.74%	3.48%	0.00%
13	M	Unnamed Road	2-way	19	84	LD	105	54.76%	10.71%	0.00%	11.90%	4.76%	3.57%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	2.38%	0.00%
13	M	Unnamed Road	2-way	20	45	LD	105	64.44%	15.56%	0.00%	8.89%	2.22%	2.22%	4.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.22%	0.00%	0.00%
13	M	Unnamed Road	2-way	21	37	LD	105	62.16%	10.81%	0.00%	10.81%	2.70%	2.70%	5.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.70%	2.70%	0.00%
13	M	Unnamed Road	2-way	22	26	LD	105	53.85%	15.38%	0.00%	19.23%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.85%	0.00%	0.00%
13	M	Unnamed Road	2-way	23	26	LD	105	57.69%	19.23%	0.00%	15.38%	3.85%	0.00%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	24	19	LD	105	52.63%	36.84%	0.00%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.26%	0.00%	0.00%
14	N	Unnamed Road	2-way	1	9	LD	420	44.44%	33.33%	0.00%	11.11%	0.00%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	2	4	LD	420	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	3	7	LD	420	28.57%	28.57%	0.00%	28.57%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	4	7	LD	420	28.57%	28.57%	0.00%	28.57%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	5	4	LD	420	25.00%	25.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	6	10	LD	420	30.00%	20.00%	0.00%	20.00%	10.00%	10.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	7	17	LD	420	41.18%	11.76%	0.00%	17.65%	5.88%	5.88%	11.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.88%	0.00%	0.00%
14	N	Unnamed Road	2-way	8	53	LD	420	50.94%	5.66%	0.00%	15.09%	5.66%	5.66%	9.43%	0.00%	0.00%	1.89%	0.00%	0.00%	1.89%	0.00%	0.00%	1.89%	1.89%	0.00%
14	N	Unnamed Road	2-way	9	91	LD	420	37.36%	7.69%	0.00%	20.88%	7.69%	6.59%	12.09%	0.00%	0.00%	1.10%	0.00%	0.00%	1.10%	0.00%	0.00%	2.20%	3.30%	0.00%
14	N	Unnamed Road	2-way	10	98	LD	420	25.51%	5.10%	0.00%	21.43%	8.16%	11.22%	21.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.02%	6.12%	0.00%
14	N	Unnamed Road	2-way	11	87	LD	420	22.99%	5.75%	0.00%	22.99%	8.05%	11.49%	21.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.15%	5.75%	0.00%
14	N	Unnamed Road	2-way	12	91	LD	420	28.57%	5.49%	0.00%	25.27%	8.79%	8.79%	17.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.10%	4.40%	0.00%
14	N	Unnamed Road	2-way	13	82	LD	420	26.83%	4.88%	0.00%	24.39%	8.54%	9.76%	18.29%	0.00%	0.00%	1.22%	0.00%	0.00%	1.22%	0.00%	0.00%	0.00%	4.88%	0.00%
14	N	Unnamed Road	2-way	14	96	LD	420	30.21%	5.21%	0.00%	25.00%	8.33%	9.38%	17.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.17%	0.00%
14	N	Unnamed Road	2-way	15	92	LD	420	27.17%	5.43%	0.00%	27.17%	9.78%	8.70%	17.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	0.00%
14	N	Unnamed Road	2-way	16	101	LD	420	27.72%	3.96%	0.00%	24.75%	8.91%	8.91%	17.82%	0.00%	0.00%	0.99%	0.00%	0.00%	0.99%	0.00%	0.00%	0.99%	4.95%	0.00%
14	N	Unnamed Road	2-way	17	98	LD	420	30.61%	4.08%	0.00%	22.45%	8.16%	9.18%	17.35%	0.00%	0.00%	1.02%	0.00%	0.00%	1.02%	0.00%	0.00%	1.02%	5.10%	0.00%
14	N	Unnamed Road	2-way	18	91	LD	420	37.36%	7.69%	0.00%	18.68%	6.59%	7.69%	14.29%	0.00%	0.00%	1.10%	0.00%	0.00%	1.10%	0.00%	0.00%	2.20%	3.30%	0.00%
14	N	Unnamed Road	2-way	19	63	LD	420	53.97%	9.52%	0.00%	14.29%	4.76%	4.76%	7.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.17%	1.59%	0.00%
14	N	Unnamed Road	2-way	20	33	LD	420	66.67%	15.15%	0.00%	9.09%	3.03%	3.03%	3.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	21	28	LD	420	60.71%	10.71%	0.00%	10.71%	3.57%	3.57%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	0.00%
14	N	Unnamed Road	2-way	22	18	LD	420	55.56%	16.67%	0.00%	22.22%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	23	21	LD	420	57.14%	19.05%	0.00%	14.29%	4.76%	0.00%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	24	14	LD	420	57.14%	35.71%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	1	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	2	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	3	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	4	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	5	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	6	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	7	1	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	8	2	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	9	5	LD	150	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	10	4	LD	150	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	11	4	LD	150	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	12	4	LD	150	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	13	4	LD	150	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	14	6	LD	150	50.00%	16.67%	0.00%	16.67%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	15	6	LD	150	50.00%	16.67%	0.00%	16.67%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	16	6	LD	150	50.00%	0.00%	0.00%	16.67%	0.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	17	6	LD	150	50.00%	0.00%	0.00%	16.67%	0.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	18	7	LD	150	57.14%	14.29%	0.00%	14.29%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	19	6	LD	150	66.67%	16.67%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	20	3	LD	150	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	21	2	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	22	1	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	23	1	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	24	2	LD	150	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	1	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	2	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	3	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	4	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	5	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	6	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	7	5	LD	315	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	8	18	LD	315	83.33%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	0.00%	0.00%
16	P	Unnamed Road	2-way	9	24	LD	315	79.17%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.17%	0.00%	0.00%
16	P	Unnamed Road	2-way	10	19	LD	315	73.68%	15.79%	0.00%	5.26%	0.00%	0.00%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	11	13	LD	315	76.92%	15.38%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	12	14	LD	315	78.57%	14.29%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	13	10	LD	315	90.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	14	14	LD	315	78.57%	14.29%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	15	11	LD	315	72.73%	18.18%	0.00%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	16	10	LD	315	80.00%	10.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	17	9	LD	315	77.78%	11.11%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	18	8	LD	315	87.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	19	8	LD	315	87.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	20	6	LD	315	83.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	21	6	LD	315	83.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	22	4	LD	315	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	23	5	LD	315	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	24	5	LD	315	60.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	1	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	2	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	3	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	4	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	5	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	6	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	7	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	8	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	9	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	10	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	11	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	12	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	13	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	14	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	15	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	16	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	17	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	18	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	19	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	20	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	21	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	22	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	23	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	24	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	1	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	2	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	3	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	4	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	5	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	6	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	7	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	8	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	9	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	10	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	11	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	12	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	13	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	14	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	15	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	16	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	17	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	18	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	19	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	20	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	21	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	22	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	23	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	24	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
20	EP8_3	EP8_3	1-way	1	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	2	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	3	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	4	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	5	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	6	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	7	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	8	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	9	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	10	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	11	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	12	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	13	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	14	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	15	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	16	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	17	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	18	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	19	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	20	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	21	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	22	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	23	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	24	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	1	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	2	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	3	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	4	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	5	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	6	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	7	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	8	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	9	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	10	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	11	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	12	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	13	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	14	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	15	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	16	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	17	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	18	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	19	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	20	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	21	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	22	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	23	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	24	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	1	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	2	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	3	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	4	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	5	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	6	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	7	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	8	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	9	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	10	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	11	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	12	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	13	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	14	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	15	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	16	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	17	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	18	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	19	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	20	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	21	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	22	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	23	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	24	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	1	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	2	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	3	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	4	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	5	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	6	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	7	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	8	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	9	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	10	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	11	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	12	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	13	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	14	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	15	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	16	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	17	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	18	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	19	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	20	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	21	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	22	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	23	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	24	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	1	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	2	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	3	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	4	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	5	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	6	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	7	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	8	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	9	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	10	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	11	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	12	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	13	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	14	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	15	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	16	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	17	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	18	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	19	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	20	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	21	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	22	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	23	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	24	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	1	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	2	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	3	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	4	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	5	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	6	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	7	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	8	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	9	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	10	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	11	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	12	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	13	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	14	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	15	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	16	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	17	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	18	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	19	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	20	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	21	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	22	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	23	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	24	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
26	EP9_4	EP9_4	1-way	1	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	2	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	3	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	4	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	5	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	6	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	7	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	8	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	9	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	10	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	11	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	12	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	13	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	14	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	15	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	16	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	17	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	18	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	19	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	20	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	21	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	22	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	23	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	24	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	1	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	2	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	3	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	4	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	5	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	6	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	7	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	8	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	9	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	10	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	11	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	12	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	13	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	14	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	15	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	16	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	17	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	18	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	19	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	20	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	21	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	22	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	23	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	24	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	1	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	2	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	3	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	4	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	5	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	6	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	7	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	8	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	9	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	10	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	11	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	12	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	13	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	14	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	15	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	16	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	17	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	18	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	19	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	20	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	21	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	22	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	23	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	24	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	1	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	2	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	3	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	4	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	5	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	6	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	7	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	8	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	9	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	10	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	11	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	12	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	13	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	14	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	15	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	16	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	17	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	18	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	19	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	20	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	21	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	22	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	23	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	24	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	1	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	2	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	3	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	4	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	5	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	6	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	7	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	8	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	9	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	10	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	11	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	12	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	13	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	14	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	15	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	16	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	17	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	18	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	19	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	20	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	21	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	22	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	23	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	24	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	1	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	2	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	3	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	4	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	5	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	6	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	7	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	8	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	9	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	10	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	11	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	12	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	13	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	14	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	15	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	16	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	17	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	18	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	19	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	20	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	21	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	22	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	23	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	24	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
32	EP10_4	EP10_4	1-way	1	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	2	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	3	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	4	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	5	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	6	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	7	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	8	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	9	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	10	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	11	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	12	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	13	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	14	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	15	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	16	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	17	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	18	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	19	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	20	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	21	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	22	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	23	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	24	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	1	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	2	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	3	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	4	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	5	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	6	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	7	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	8	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	9	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	10	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	11	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	12	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	13	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	14	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	15	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	16	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	17	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	18	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	19	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	20	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	21	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	22	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	23	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	24	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	1	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	2	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	3	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	4	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	5	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	6	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	7	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	8	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	9	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	10	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	11	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	12	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	13	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	14	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	15	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	16	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	17	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	18	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	19	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	20	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	21	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	22	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	23	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	24	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	1	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	2	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	3	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	4	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	5	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	6	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	7	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	8	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	9	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	10	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	11	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	12	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	13	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	14	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	15	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	16	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	17	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	18	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	19	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	20	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	21	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	22	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	23	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	24	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	1	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	2	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	3	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	4	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	5	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	6	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	7	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	8	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	9	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	10	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	11	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	12	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	13	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	14	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	15	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	16	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	17	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	18	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	19	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	20	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	21	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	22	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	23	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	24	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	1	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	2	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	3	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	4	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	5	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	6	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	7	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	8	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	9	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	10	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	11	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	12	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	13	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	14	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	15	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	16	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	17	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	18	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	19	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	20	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	21	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	22	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	23	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	24	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

38	EP11_1	EP11_1	2-way	1	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	2	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	3	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	4	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	5	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	6	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	7	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	8	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	9	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	10	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	11	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	12	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	13	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	14	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	15	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	16	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	17	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	18	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	19	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	20	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	21	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	22	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	23	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	24	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	1	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	2	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	3	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	4	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	5	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	6	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	7	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	8	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	9	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	10	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	11	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	12	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	13	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	14	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	15	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	16	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	17	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	18	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	19	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	20	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	21	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	22	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	23	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	24	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	1	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	2	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	3	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	4	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	5	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	6	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	7	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	8	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	9	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	10	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	11	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	12	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	13	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	14	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	15	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	16	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	17	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	18	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	19	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	20	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	21	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	22	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	23	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	24	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	1	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	2	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	3	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	4	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	5	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	6	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	7	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	8	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	9	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	10	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	11	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	12	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	13	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	14	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	15	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	16	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	17	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	18	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	19	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	20	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	21	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	22	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	23	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	24	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	1	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	2	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	3	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	4	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	5	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	6	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	7	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	8	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	9	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	10	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	11	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	12	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	13	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	14	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	15	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	16	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	17	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	18	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	19	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	20	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	21	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	22	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	23	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	24	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	1	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	2	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	3	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	4	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	5	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	6	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	7	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	8	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	9	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	10	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	11	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	12	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	13	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	14	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	15	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	16	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	17	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	18	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	19	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	20	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	21	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	22	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	23	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	24	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Speed Data (kph)

Road ID	Road Link No.	Road Name	1/2 -way	Road Type	Speed Limit (kph)	Length (m)	Speed (kph)																						
							00:00-01:00	01:00-02:00	02:00-03:00	03:00-04:00	04:00-05:00	05:00-06:00	06:00-07:00	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00
1	A	Ping Yuen Road	2-way	LD	50	305	29	29	29	29	29	29	28	25	24	24	24	24	24	24	24	24	24	24	25	26	27	28	27	28
2	B	Ping Yuen Road	2-way	LD	50	415	29	29	29	29	29	28	27	24	24	23	24	24	24	23	23	23	23	24	24	25	26	27	27	28
3	C	Ping Yuen Road	2-way	LD	50	215	28	29	28	29	29	27	25	23	21	21	21	21	22	21	21	21	21	21	23	24	25	25	25	26
4	D	Ping Che Road	2-way	DD	50	265	37	38	38	38	36	31	30	29	28	28	28	28	28	28	28	28	28	28	29	29	30	30	30	30
5	E	Ping Che Road	2-way	DD	50	390	35	37	36	37	35	30	29	28	26	25	26	26	26	26	26	26	26	27	28	29	29	30	29	30
6	F	Ping Che Road	2-way	DD	50	75	35	37	36	36	35	30	29	28	25	24	25	26	26	25	26	25	25	26	27	29	29	30	29	30
7	G	Ng Chow South Road	2-way	LD	50	180	29	30	29	29	30	29	28	25	24	24	24	24	24	24	24	24	24	24	25	27	28	28	28	29
8	H	Ng Chow South Road	2-way	LD	50	165	30	30	30	30	30	30	29	28	26	25	26	26	26	26	26	26	26	26	27	28	29	29	29	29
9	I	Ng Chow Road	2-way	LD	50	540	29	30	29	29	29	29	28	25	24	24	24	24	24	24	24	24	24	24	25	27	28	28	28	29
10	J	Ng Chow Road	2-way	LD	50	85	30	30	30	30	30	30	29	28	26	25	26	26	26	26	26	26	26	26	27	28	29	29	29	29
11	K	Unnamed Road	2-way	LD	50	370	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
12	L	Unnamed Road	2-way	LD	50	190	29	30	29	29	29	29	28	25	24	23	24	24	24	24	24	24	24	24	25	27	28	28	28	29
13	M	Unnamed Road	2-way	LD	50	105	29	30	29	29	30	29	28	25	24	24	24	24	24	24	24	24	24	24	25	27	28	29	29	29
14	N	Unnamed Road	2-way	LD	50	420	29	30	30	30	30	29	29	27	25	24	25	25	25	25	25	24	25	25	26	28	28	29	29	29
15	O	Unnamed Road	2-way	LD	50	150	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
16	P	Unnamed Road	2-way	LD	50	315	30	30	30	30	30	30	30	29	29	29	29	29	30	29	29	29	30	30	30	30	30	30	30	30
18	EP8_1	On Site Paved Roads	1-way	N/A	10	35.3	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
19	EP8_2	On Site Paved Roads	1-way	N/A	10	41.7	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
20	EP8_3	On Site Paved Roads	1-way	N/A	10	29.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
21	EP8_4	On Site Paved Roads	1-way	N/A	10	32.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
22	EP8_5	On Site Paved Roads	1-way	N/A	10	16.5	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
23	EP9_1	On Site Paved Roads	1-way	N/A	10	35.3	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
24	EP9_2	On Site Paved Roads	1-way	N/A	10	17.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
25	EP9_3	On Site Paved Roads	1-way	N/A	10	31.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
26	EP9_4	On Site Paved Roads	1-way	N/A	10	14.3	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
27	EP9_5	On Site Paved Roads	1-way	N/A	10	25.9	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
28	EP9_6	On Site Paved Roads	1-way	N/A	10	12.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
29	EP10_1	On Site Paved Roads	1-way	N/A	10	35.3	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
30	EP10_2	On Site Paved Roads	1-way	N/A	10	17.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
31	EP10_3	On Site Paved Roads	1-way	N/A	10	31.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
32	EP10_4	On Site Paved Roads	1-way	N/A	10	20.9	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
33	EP10_5	On Site Paved Roads	1-way	N/A	10	21	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
34	EP10_6	On Site Paved Roads	1-way	N/A	10	13.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
35	EP10_7	On Site Paved Roads	1-way	N/A	10	13.7	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
36	EP10_8	On Site Paved Roads	1-way	N/A	10	13.7	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
37	EP10_9	On Site Paved Roads	1-way	N/A	10	12.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
38	EP11_1	On Site Paved Roads	1-way	N/A	10	14.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
39	EP11_2	On Site Paved Roads	1-way	N/A	10	13.9	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
40	EP11_3	On Site Paved Roads	1-way	N/A	10	13.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
41	EP12_1	On Site Paved Roads	1-way	N/A	10	33	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
42	EP12_2	On Site Paved Roads	1-way	N/A	10	26.2	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
43	EP12_3	On Site Paved Roads	1-way	N/A	10	26.5	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0

Emission Factors of RSP, FSP and NO_X (VMT):

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
A	1	1_1	LD	1	18	0.305	1.455550	0.027359	0.025216
A	1	1_2	LD	2	11	0.305	0.647411	0.009154	0.008483
A	1	1_3	LD	3	14	0.305	1.026830	0.016580	0.015295
A	1	1_4	LD	4	10	0.305	1.135214	0.017428	0.016064
A	1	1_5	LD	5	9	0.305	4.612488	0.071283	0.065578
A	1	1_6	LD	6	20	0.305	5.408918	0.081902	0.075363
A	1	1_7	LD	7	35	0.305	4.897284	0.087029	0.079803
A	1	1_8	LD	8	94	0.305	2.693652	0.058058	0.053082
A	1	1_9	LD	9	146	0.305	2.869044	0.061270	0.056156
A	1	1_10	LD	10	152	0.305	4.180619	0.083876	0.077031
A	1	1_11	LD	11	132	0.305	4.135281	0.083530	0.076684
A	1	1_12	LD	12	140	0.305	3.508910	0.071334	0.065561
A	1	1_13	LD	13	130	0.305	4.002053	0.081174	0.074605
A	1	1_14	LD	14	159	0.305	3.514463	0.073493	0.067560
A	1	1_15	LD	15	148	0.305	3.481230	0.070914	0.065177
A	1	1_16	LD	16	162	0.305	3.620065	0.075010	0.068953
A	1	1_17	LD	17	160	0.305	3.503813	0.073157	0.067254
A	1	1_18	LD	18	161	0.305	2.934807	0.063474	0.058138
A	1	1_19	LD	19	124	0.305	2.075697	0.044945	0.041018
A	1	1_20	LD	20	73	0.305	1.839886	0.035764	0.032778
A	1	1_21	LD	21	58	0.305	2.325145	0.045561	0.041635
A	1	1_22	LD	22	38	0.305	1.970968	0.035580	0.032525
A	1	1_23	LD	23	43	0.305	2.476940	0.043002	0.039395
A	1	1_24	LD	24	33	0.305	2.670585	0.040419	0.036927
B	2	2_1	LD	1	22	0.415	1.332467	0.025014	0.023062
B	2	2_2	LD	2	14	0.415	0.646599	0.008213	0.007614
B	2	2_3	LD	3	16	0.415	0.964505	0.015400	0.014213
B	2	2_4	LD	4	13	0.415	1.662499	0.029411	0.027083
B	2	2_5	LD	5	12	0.415	3.712934	0.057091	0.052534
B	2	2_6	LD	6	25	0.415	4.938170	0.077286	0.071150
B	2	2_7	LD	7	46	0.415	3.982737	0.074835	0.068427
B	2	2_8	LD	8	130	0.415	2.349217	0.053799	0.049187
B	2	2_9	LD	9	196	0.415	2.439155	0.054401	0.049788
B	2	2_10	LD	10	189	0.415	3.745649	0.076731	0.070516
B	2	2_11	LD	11	161	0.415	3.827436	0.079276	0.072809
B	2	2_12	LD	12	176	0.415	3.234054	0.066878	0.061417
B	2	2_13	LD	13	158	0.415	3.741946	0.076842	0.070640
B	2	2_14	LD	14	193	0.415	3.432776	0.072399	0.066592
B	2	2_15	LD	15	182	0.415	3.646870	0.075929	0.069828
B	2	2_16	LD	16	195	0.415	3.772985	0.078532	0.072230
B	2	2_17	LD	17	191	0.415	3.730609	0.077836	0.071592
B	2	2_18	LD	18	183	0.415	3.108165	0.066637	0.061079
B	2	2_19	LD	19	139	0.415	2.166318	0.047469	0.043299
B	2	2_20	LD	20	82	0.415	1.862351	0.037097	0.034033
B	2	2_21	LD	21	68	0.415	2.263431	0.045654	0.041697
B	2	2_22	LD	22	44	0.415	1.807436	0.033379	0.030549
B	2	2_23	LD	23	53	0.415	2.265384	0.039934	0.036620
B	2	2_24	LD	24	41	0.415	2.359545	0.036136	0.033050
C	3	3_1	LD	1	40	0.215	1.760652	0.033834	0.031180
C	3	3_2	LD	2	26	0.215	1.095709	0.018002	0.016605
C	3	3_3	LD	3	29	0.215	1.331290	0.023184	0.021371
C	3	3_4	LD	4	24	0.215	1.635775	0.027838	0.025637
C	3	3_5	LD	5	21	0.215	3.158664	0.054036	0.049185
C	3	3_6	LD	6	43	0.215	3.845364	0.065343	0.059897
C	3	3_7	LD	7	80	0.215	3.543356	0.070980	0.064895
C	3	3_8	LD	8	225	0.215	2.387294	0.055001	0.050305
C	3	3_9	LD	9	360	0.215	2.902549	0.064207	0.058854
C	3	3_10	LD	10	369	0.215	4.313552	0.090276	0.082934
C	3	3_11	LD	11	318	0.215	4.364458	0.091514	0.084050
C	3	3_12	LD	12	337	0.215	3.741202	0.079139	0.072710
C	3	3_13	LD	13	298	0.215	4.000345	0.084468	0.077729
C	3	3_14	LD	14	360	0.215	3.706387	0.079143	0.072755
C	3	3_15	LD	15	337	0.215	3.769915	0.079596	0.073164
C	3	3_16	LD	16	359	0.215	3.848112	0.082110	0.075451
C	3	3_17	LD	17	351	0.215	3.812389	0.082125	0.075498
C	3	3_18	LD	18	337	0.215	3.169951	0.070792	0.064897
C	3	3_19	LD	19	256	0.215	1.994641	0.046559	0.042491
C	3	3_20	LD	20	148	0.215	1.476471	0.032133	0.029463
C	3	3_21	LD	21	119	0.215	1.778427	0.038843	0.035490
C	3	3_22	LD	22	81	0.215	1.507631	0.030931	0.028211
C	3	3_23	LD	23	92	0.215	1.863099	0.035495	0.032566
C	3	3_24	LD	24	69	0.215	1.661735	0.027583	0.025071

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
D	4	4_1	DD	1	43	0.265	0.980386	0.023792	0.021853
D	4	4_2	DD	2	28	0.265	0.681092	0.011823	0.010846
D	4	4_3	DD	3	32	0.265	0.872264	0.016068	0.014771
D	4	4_4	DD	4	27	0.265	1.058275	0.020129	0.018507
D	4	4_5	DD	5	40	0.265	4.236260	0.148430	0.136553
D	4	4_6	DD	6	91	0.265	5.083479	0.173455	0.159573
D	4	4_7	DD	7	153	0.265	4.678950	0.157684	0.145107
D	4	4_8	DD	8	291	0.265	2.603003	0.082760	0.076113
D	4	4_9	DD	9	430	0.265	2.482185	0.073450	0.067577
D	4	4_10	DD	10	463	0.265	3.347662	0.101442	0.093328
D	4	4_11	DD	11	386	0.265	3.224776	0.096550	0.088822
D	4	4_12	DD	12	398	0.265	2.705021	0.079443	0.073095
D	4	4_13	DD	13	380	0.265	3.362443	0.104687	0.096332
D	4	4_14	DD	14	432	0.265	2.744880	0.082638	0.076044
D	4	4_15	DD	15	394	0.265	2.645151	0.078126	0.071889
D	4	4_16	DD	16	431	0.265	2.802396	0.084870	0.078093
D	4	4_17	DD	17	424	0.265	2.706493	0.082401	0.075826
D	4	4_18	DD	18	422	0.265	2.353198	0.072842	0.067016
D	4	4_19	DD	19	359	0.265	2.288638	0.075125	0.069086
D	4	4_20	DD	20	227	0.265	2.465410	0.081678	0.075147
D	4	4_21	DD	21	189	0.265	2.788975	0.094711	0.087158
D	4	4_22	DD	22	134	0.265	3.062662	0.102157	0.094021
D	4	4_23	DD	23	153	0.265	3.276106	0.110621	0.101821
D	4	4_24	DD	24	134	0.265	4.063973	0.139594	0.128469
E	5	5_1	DD	1	75	0.39	1.100547	0.026625	0.024492
E	5	5_2	DD	2	48	0.39	0.740211	0.013290	0.012197
E	5	5_3	DD	3	59	0.39	1.015368	0.019735	0.018136
E	5	5_4	DD	4	49	0.39	1.262780	0.027756	0.025513
E	5	5_5	DD	5	60	0.39	3.646173	0.121774	0.112000
E	5	5_6	DD	6	131	0.39	4.500319	0.149117	0.137238
E	5	5_7	DD	7	224	0.39	4.010379	0.131843	0.121245
E	5	5_8	DD	8	487	0.39	2.274945	0.070264	0.064646
E	5	5_9	DD	9	753	0.39	2.404842	0.069055	0.063504
E	5	5_10	DD	10	810	0.39	3.389106	0.098773	0.090845
E	5	5_11	DD	11	683	0.39	3.234805	0.093960	0.086431
E	5	5_12	DD	12	705	0.39	2.759206	0.078546	0.072254
E	5	5_13	DD	13	647	0.39	3.246386	0.097221	0.089443
E	5	5_14	DD	14	750	0.39	2.765243	0.080516	0.074070
E	5	5_15	DD	15	691	0.39	2.721067	0.077942	0.071703
E	5	5_16	DD	16	741	0.39	2.840360	0.082857	0.076222
E	5	5_17	DD	17	721	0.39	2.779175	0.081941	0.075376
E	5	5_18	DD	18	696	0.39	2.318767	0.069556	0.063999
E	5	5_19	DD	19	562	0.39	2.015886	0.063663	0.058569
E	5	5_20	DD	20	341	0.39	1.963527	0.063486	0.058411
E	5	5_21	DD	21	284	0.39	2.348830	0.077687	0.071455
E	5	5_22	DD	22	200	0.39	2.399228	0.077170	0.071018
E	5	5_23	DD	23	226	0.39	2.637655	0.085970	0.079090
E	5	5_24	DD	24	189	0.39	3.198413	0.107453	0.098881
F	6	6_1	DD	1	87	0.075	1.128472	0.027851	0.025620
F	6	6_2	DD	2	55	0.075	0.714745	0.012319	0.011303
F	6	6_3	DD	3	68	0.075	1.051659	0.020995	0.019296
F	6	6_4	DD	4	57	0.075	1.294985	0.027732	0.025495
F	6	6_5	DD	5	64	0.075	3.530141	0.117329	0.107914
F	6	6_6	DD	6	142	0.075	4.263597	0.140050	0.128894
F	6	6_7	DD	7	247	0.075	3.817711	0.124110	0.114130
F	6	6_8	DD	8	548	0.075	2.215390	0.068085	0.062639
F	6	6_9	DD	9	860	0.075	2.450344	0.069604	0.064002
F	6	6_10	DD	10	928	0.075	3.460568	0.100170	0.092142
F	6	6_11	DD	11	785	0.075	3.289657	0.094676	0.087076
F	6	6_12	DD	12	810	0.075	2.732721	0.077655	0.071434
F	6	6_13	DD	13	743	0.075	3.161863	0.094035	0.086511
F	6	6_14	DD	14	864	0.075	2.790162	0.080635	0.074169
F	6	6_15	DD	15	793	0.075	2.658266	0.075864	0.069793
F	6	6_16	DD	16	851	0.075	2.839330	0.082367	0.075759
F	6	6_17	DD	17	831	0.075	2.763536	0.080810	0.074326
F	6	6_18	DD	18	807	0.075	2.272401	0.067633	0.062185
F	6	6_19	DD	19	650	0.075	1.922042	0.059881	0.055094
F	6	6_20	DD	20	391	0.075	1.781186	0.057105	0.052544
F	6	6_21	DD	21	323	0.075	2.134616	0.070190	0.064560
F	6	6_22	DD	22	225	0.075	2.191709	0.069762	0.064204
F	6	6_23	DD	23	253	0.075	2.412281	0.077929	0.071690
F	6	6_24	DD	24	210	0.075	2.933578	0.097530	0.089752

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
G	7	7_1	LD	1	29	0.18	1.856745	0.035476	0.032681
G	7	7_2	LD	2	17	0.18	1.114338	0.018652	0.017209
G	7	7_3	LD	3	22	0.18	1.491543	0.026631	0.024530
G	7	7_4	LD	4	17	0.18	1.562172	0.026773	0.024660
G	7	7_5	LD	5	13	0.18	2.112682	0.036133	0.033271
G	7	7_6	LD	6	28	0.18	2.786123	0.053035	0.048814
G	7	7_7	LD	7	50	0.18	2.391622	0.055093	0.050282
G	7	7_8	LD	8	146	0.18	2.396649	0.054890	0.050216
G	7	7_9	LD	9	248	0.18	3.091535	0.065752	0.060317
G	7	7_10	LD	10	271	0.18	4.309478	0.088497	0.081339
G	7	7_11	LD	11	233	0.18	4.292418	0.088830	0.081627
G	7	7_12	LD	12	243	0.18	3.608797	0.075717	0.069572
G	7	7_13	LD	13	211	0.18	3.732788	0.079290	0.072901
G	7	7_14	LD	14	257	0.18	3.321134	0.070462	0.064795
G	7	7_15	LD	15	238	0.18	3.289774	0.069786	0.064167
G	7	7_16	LD	16	251	0.18	3.262004	0.070457	0.064745
G	7	7_17	LD	17	243	0.18	3.034804	0.066659	0.061257
G	7	7_18	LD	18	243	0.18	2.353701	0.054667	0.050044
G	7	7_19	LD	19	192	0.18	1.361548	0.035204	0.032014
G	7	7_20	LD	20	112	0.18	0.857863	0.022622	0.020836
G	7	7_21	LD	21	88	0.18	1.023982	0.027141	0.024814
G	7	7_22	LD	22	59	0.18	0.868877	0.021577	0.019748
G	7	7_23	LD	23	65	0.18	0.838759	0.020185	0.018486
G	7	7_24	LD	24	48	0.18	0.600955	0.012281	0.011130
H	8	8_1	LD	1	13	0.165	1.244158	0.023304	0.021495
H	8	8_2	LD	2	9	0.165	0.664647	0.009458	0.008750
H	8	8_3	LD	3	11	0.165	1.017779	0.016865	0.015562
H	8	8_4	LD	4	9	0.165	1.138159	0.019043	0.017563
H	8	8_5	LD	5	7	0.165	2.347113	0.045461	0.041874
H	8	8_6	LD	6	15	0.165	2.328322	0.043930	0.040461
H	8	8_7	LD	7	27	0.165	2.673866	0.062024	0.056673
H	8	8_8	LD	8	77	0.165	2.267536	0.053139	0.048662
H	8	8_9	LD	9	127	0.165	2.884724	0.061933	0.056822
H	8	8_10	LD	10	135	0.165	4.105078	0.084227	0.077409
H	8	8_11	LD	11	115	0.165	3.986896	0.081359	0.074766
H	8	8_12	LD	12	119	0.165	3.315708	0.068894	0.063307
H	8	8_13	LD	13	104	0.165	3.376415	0.071926	0.066194
H	8	8_14	LD	14	128	0.165	3.044190	0.065465	0.060161
H	8	8_15	LD	15	115	0.165	2.866814	0.060500	0.055583
H	8	8_16	LD	16	123	0.165	2.914702	0.063646	0.058486
H	8	8_17	LD	17	121	0.165	2.715680	0.059658	0.054818
H	8	8_18	LD	18	122	0.165	2.080046	0.048670	0.044525
H	8	8_19	LD	19	98	0.165	1.089698	0.029815	0.027086
H	8	8_20	LD	20	59	0.165	0.692608	0.019443	0.017804
H	8	8_21	LD	21	45	0.165	0.771945	0.021788	0.019881
H	8	8_22	LD	22	29	0.165	0.610736	0.017887	0.016147
H	8	8_23	LD	23	34	0.165	0.851677	0.021796	0.019793
H	8	8_24	LD	24	25	0.165	0.539489	0.012634	0.011243
I	9	9_1	LD	1	13	0.54	1.600109	0.030076	0.027722
I	9	9_2	LD	2	8	0.54	0.729270	0.008874	0.008204
I	9	9_3	LD	3	10	0.54	1.226273	0.020354	0.018758
I	9	9_4	LD	4	9	0.54	2.162076	0.039307	0.036169
I	9	9_5	LD	5	8	0.54	2.330992	0.044220	0.040690
I	9	9_6	LD	6	14	0.54	3.275119	0.063233	0.058186
I	9	9_7	LD	7	23	0.54	2.482820	0.053444	0.048717
I	9	9_8	LD	8	72	0.54	2.604710	0.059677	0.054613
I	9	9_9	LD	9	120	0.54	3.270040	0.069842	0.064069
I	9	9_10	LD	10	135	0.54	4.523784	0.092650	0.085157
I	9	9_11	LD	11	117	0.54	4.467286	0.091550	0.084130
I	9	9_12	LD	12	122	0.54	3.730190	0.077250	0.070981
I	9	9_13	LD	13	106	0.54	3.895176	0.082614	0.076013
I	9	9_14	LD	14	130	0.54	3.481348	0.074426	0.068396
I	9	9_15	LD	15	120	0.54	3.385817	0.071083	0.065309
I	9	9_16	LD	16	128	0.54	3.426460	0.073945	0.067954
I	9	9_17	LD	17	125	0.54	3.125000	0.068356	0.062818
I	9	9_18	LD	18	122	0.54	2.420915	0.056215	0.051467
I	9	9_19	LD	19	94	0.54	1.371356	0.034902	0.031788
I	9	9_20	LD	20	54	0.54	0.740355	0.020584	0.018853
I	9	9_21	LD	21	42	0.54	1.029764	0.027508	0.025139
I	9	9_22	LD	22	28	0.54	0.703054	0.018906	0.017076
I	9	9_23	LD	23	30	0.54	0.902382	0.021325	0.019712
I	9	9_24	LD	24	22	0.54	0.557359	0.013058	0.011569

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
J	10	10_1	LD	1	7	0.085	0.461622	0.008072	0.007494
J	10	10_2	LD	2	5	0.085	0.586303	0.005651	0.005246
J	10	10_3	LD	3	5	0.085	0.792840	0.011374	0.010504
J	10	10_4	LD	4	4	0.085	0.965231	0.010686	0.009851
J	10	10_5	LD	5	3	0.085	0.993780	0.014247	0.013135
J	10	10_6	LD	6	7	0.085	1.897316	0.037225	0.034298
J	10	10_7	LD	7	13	0.085	1.575363	0.038268	0.034376
J	10	10_8	LD	8	40	0.085	1.747642	0.041162	0.037666
J	10	10_9	LD	9	62	0.085	2.537026	0.054421	0.049908
J	10	10_10	LD	10	66	0.085	3.629566	0.075748	0.069526
J	10	10_11	LD	11	57	0.085	3.608224	0.075116	0.068924
J	10	10_12	LD	12	60	0.085	2.832835	0.060424	0.055422
J	10	10_13	LD	13	53	0.085	3.055083	0.067493	0.062119
J	10	10_14	LD	14	65	0.085	2.436901	0.052390	0.048224
J	10	10_15	LD	15	57	0.085	2.394968	0.051570	0.047470
J	10	10_16	LD	16	63	0.085	2.439131	0.056802	0.052105
J	10	10_17	LD	17	63	0.085	2.024433	0.048907	0.044844
J	10	10_18	LD	18	69	0.085	1.608809	0.041578	0.037953
J	10	10_19	LD	19	58	0.085	0.821089	0.024665	0.022430
J	10	10_20	LD	20	35	0.085	0.387878	0.014194	0.012849
J	10	10_21	LD	21	27	0.085	0.694173	0.022050	0.019958
J	10	10_22	LD	22	16	0.085	0.405605	0.012544	0.011641
J	10	10_23	LD	23	18	0.085	0.418398	0.011944	0.011085
J	10	10_24	LD	24	14	0.085	0.481399	0.008164	0.007586
K	11	11_1	LD	1	0	0.37	0.000000	0.000000	0.000000
K	11	11_2	LD	2	0	0.37	0.000000	0.000000	0.000000
K	11	11_3	LD	3	0	0.37	0.000000	0.000000	0.000000
K	11	11_4	LD	4	0	0.37	0.000000	0.000000	0.000000
K	11	11_5	LD	5	0	0.37	0.000000	0.000000	0.000000
K	11	11_6	LD	6	0	0.37	0.000000	0.000000	0.000000
K	11	11_7	LD	7	0	0.37	0.000000	0.000000	0.000000
K	11	11_8	LD	8	2	0.37	0.155284	0.014126	0.013115
K	11	11_9	LD	9	3	0.37	0.731800	0.018956	0.017507
K	11	11_10	LD	10	4	0.37	2.814089	0.061612	0.056743
K	11	11_11	LD	11	3	0.37	3.696532	0.077441	0.071286
K	11	11_12	LD	12	4	0.37	2.803472	0.061612	0.056743
K	11	11_13	LD	13	3	0.37	3.682803	0.077441	0.071286
K	11	11_14	LD	14	4	0.37	2.796356	0.061612	0.056743
K	11	11_15	LD	15	4	0.37	2.788537	0.061612	0.056743
K	11	11_16	LD	16	4	0.37	2.798684	0.061612	0.056743
K	11	11_17	LD	17	4	0.37	2.805741	0.061612	0.056743
K	11	11_18	LD	18	3	0.37	0.720073	0.018956	0.017507
K	11	11_19	LD	19	2	0.37	0.145702	0.014126	0.013115
K	11	11_20	LD	20	1	0.37	0.150530	0.014126	0.013115
K	11	11_21	LD	21	1	0.37	0.147827	0.014126	0.013115
K	11	11_22	LD	22	1	0.37	0.150530	0.014126	0.013115
K	11	11_23	LD	23	1	0.37	0.150208	0.014126	0.013115
K	11	11_24	LD	24	1	0.37	0.151975	0.014126	0.013115
L	12	12_1	LD	1	14	0.19	1.849506	0.034204	0.031499
L	12	12_2	LD	2	8	0.19	0.729270	0.008874	0.008204
L	12	12_3	LD	3	10	0.19	1.226273	0.020354	0.018758
L	12	12_4	LD	4	10	0.19	2.139246	0.038302	0.035246
L	12	12_5	LD	5	8	0.19	2.330992	0.044220	0.040690
L	12	12_6	LD	6	15	0.19	3.186297	0.060968	0.056102
L	12	12_7	LD	7	27	0.19	2.577677	0.054518	0.049772
L	12	12_8	LD	8	80	0.19	2.697474	0.061390	0.056219
L	12	12_9	LD	9	144	0.19	3.367131	0.071357	0.065494
L	12	12_10	LD	10	161	0.19	4.788152	0.098028	0.090137
L	12	12_11	LD	11	139	0.19	4.655715	0.094881	0.087205
L	12	12_12	LD	12	140	0.19	4.050129	0.083048	0.076320
L	12	12_13	LD	13	123	0.19	4.272044	0.089172	0.082038
L	12	12_14	LD	14	147	0.19	3.961852	0.083148	0.076421
L	12	12_15	LD	15	136	0.19	3.862877	0.079698	0.073235
L	12	12_16	LD	16	144	0.19	4.039638	0.084660	0.077808
L	12	12_17	LD	17	136	0.19	3.889258	0.082461	0.075787
L	12	12_18	LD	18	126	0.19	3.298200	0.071914	0.065995
L	12	12_19	LD	19	89	0.19	1.964850	0.045705	0.041696
L	12	12_20	LD	20	51	0.19	1.309827	0.031051	0.028448
L	12	12_21	LD	21	39	0.19	1.500064	0.036366	0.033253
L	12	12_22	LD	22	28	0.19	0.921651	0.022648	0.020506
L	12	12_23	LD	23	29	0.19	1.138862	0.025170	0.023234
L	12	12_24	LD	24	22	0.19	0.747222	0.017052	0.015233

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
M	13	13_1	LD	1	14	0.105	1.849506	0.034204	0.031499
M	13	13_2	LD	2	7	0.105	0.707919	0.010142	0.009377
M	13	13_3	LD	3	10	0.105	1.226273	0.020354	0.018758
M	13	13_4	LD	4	8	0.105	2.316901	0.044220	0.040690
M	13	13_5	LD	5	7	0.105	2.596010	0.047531	0.043756
M	13	13_6	LD	6	14	0.105	3.275119	0.063233	0.058186
M	13	13_7	LD	7	23	0.105	2.482820	0.053444	0.048717
M	13	13_8	LD	8	71	0.105	2.639129	0.060298	0.055179
M	13	13_9	LD	9	121	0.105	3.244301	0.069396	0.063662
M	13	13_10	LD	10	137	0.105	4.588993	0.093715	0.086136
M	13	13_11	LD	11	117	0.105	4.570011	0.093428	0.085855
M	13	13_12	LD	12	121	0.105	3.972508	0.081830	0.075189
M	13	13_13	LD	13	107	0.105	4.130600	0.086445	0.079533
M	13	13_14	LD	14	128	0.105	3.777527	0.078513	0.072146
M	13	13_15	LD	15	121	0.105	3.788023	0.078188	0.071836
M	13	13_16	LD	16	129	0.105	3.944696	0.083203	0.076461
M	13	13_17	LD	17	125	0.105	3.857390	0.081903	0.075267
M	13	13_18	LD	18	115	0.105	3.180990	0.070111	0.064321
M	13	13_19	LD	19	84	0.105	1.960312	0.046186	0.042117
M	13	13_20	LD	20	45	0.105	1.072393	0.026900	0.024608
M	13	13_21	LD	21	37	0.105	1.486055	0.035941	0.032844
M	13	13_22	LD	22	26	0.105	0.893957	0.022258	0.020104
M	13	13_23	LD	23	26	0.105	1.039595	0.023001	0.021230
M	13	13_24	LD	24	19	0.105	0.580872	0.013616	0.011998
N	14	14_1	LD	1	9	0.42	1.594636	0.031130	0.028688
N	14	14_2	LD	2	4	0.42	0.513197	0.007063	0.006558
N	14	14_3	LD	3	7	0.42	1.301433	0.022466	0.020708
N	14	14_4	LD	4	7	0.42	1.311458	0.022466	0.020708
N	14	14_5	LD	5	4	0.42	3.012429	0.058081	0.053465
N	14	14_6	LD	6	10	0.42	2.409833	0.045029	0.041444
N	14	14_7	LD	7	17	0.42	2.182840	0.048061	0.043582
N	14	14_8	LD	8	53	0.42	2.430212	0.055982	0.051370
N	14	14_9	LD	9	91	0.42	3.061616	0.066209	0.060677
N	14	14_10	LD	10	98	0.42	4.461707	0.091695	0.084248
N	14	14_11	LD	11	87	0.42	4.402052	0.089666	0.082360
N	14	14_12	LD	12	91	0.42	3.735797	0.076887	0.070615
N	14	14_13	LD	13	82	0.42	4.079336	0.085105	0.078301
N	14	14_14	LD	14	96	0.42	3.708202	0.075964	0.069892
N	14	14_15	LD	15	92	0.42	3.744973	0.076468	0.070353
N	14	14_16	LD	16	101	0.42	4.066357	0.085925	0.078937
N	14	14_17	LD	17	98	0.42	3.914379	0.082661	0.075939
N	14	14_18	LD	18	91	0.42	3.221890	0.070337	0.064475
N	14	14_19	LD	19	63	0.42	1.887932	0.043748	0.039913
N	14	14_20	LD	20	33	0.42	0.970905	0.023275	0.021511
N	14	14_21	LD	21	28	0.42	1.415754	0.035001	0.031880
N	14	14_22	LD	22	18	0.42	0.851263	0.018490	0.017080
N	14	14_23	LD	23	21	0.42	1.130331	0.025043	0.023106
N	14	14_24	LD	24	14	0.42	0.553460	0.010254	0.009510
O	15	15_1	LD	1	0	0.15	0.000000	0.000000	0.000000
O	15	15_2	LD	2	0	0.15	0.000000	0.000000	0.000000
O	15	15_3	LD	3	0	0.15	0.000000	0.000000	0.000000
O	15	15_4	LD	4	0	0.15	0.000000	0.000000	0.000000
O	15	15_5	LD	5	0	0.15	0.000000	0.000000	0.000000
O	15	15_6	LD	6	0	0.15	0.000000	0.000000	0.000000
O	15	15_7	LD	7	1	0.15	0.156465	0.014126	0.013115
O	15	15_8	LD	8	2	0.15	0.155284	0.014126	0.013115
O	15	15_9	LD	9	5	0.15	0.647739	0.014199	0.013127
O	15	15_10	LD	10	4	0.15	2.814089	0.061612	0.056743
O	15	15_11	LD	11	4	0.15	2.807873	0.061612	0.056743
O	15	15_12	LD	12	4	0.15	2.803472	0.061612	0.056743
O	15	15_13	LD	13	4	0.15	2.796230	0.061612	0.056743
O	15	15_14	LD	14	6	0.15	2.020698	0.043429	0.040015
O	15	15_15	LD	15	6	0.15	2.012080	0.043429	0.040015
O	15	15_16	LD	16	6	0.15	2.754349	0.056787	0.052299
O	15	15_17	LD	17	6	0.15	2.761935	0.056787	0.052299
O	15	15_18	LD	18	7	0.15	1.756417	0.039243	0.036172
O	15	15_19	LD	19	6	0.15	0.554953	0.014187	0.013125
O	15	15_20	LD	20	3	0.15	0.400234	0.009418	0.008744
O	15	15_21	LD	21	2	0.15	0.147827	0.014126	0.013115
O	15	15_22	LD	22	1	0.15	0.150530	0.014126	0.013115
O	15	15_23	LD	23	1	0.15	0.150208	0.014126	0.013115
O	15	15_24	LD	24	2	0.15	0.529196	0.007063	0.006558

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
P	16	16_1	LD	1	2	0.315	0.513921	0.007063	0.006558
P	16	16_2	LD	2	2	0.315	0.513197	0.007063	0.006558
P	16	16_3	LD	3	2	0.315	0.521385	0.007063	0.006558
P	16	16_4	LD	4	2	0.315	0.531610	0.007063	0.006558
P	16	16_5	LD	5	2	0.315	0.542129	0.007063	0.006558
P	16	16_6	LD	6	2	0.315	0.541646	0.007063	0.006558
P	16	16_7	LD	7	5	0.315	0.313158	0.011301	0.010492
P	16	16_8	LD	8	18	0.315	0.300336	0.016716	0.014856
P	16	16_9	LD	9	24	0.315	0.317043	0.014918	0.013355
P	16	16_10	LD	10	19	0.315	0.833607	0.022266	0.020577
P	16	16_11	LD	11	13	0.315	0.391844	0.013241	0.012284
P	16	16_12	LD	12	14	0.315	0.365754	0.013316	0.012355
P	16	16_13	LD	13	10	0.315	0.204614	0.012714	0.011804
P	16	16_14	LD	14	14	0.315	0.360594	0.013316	0.012355
P	16	16_15	LD	15	11	0.315	0.416225	0.013051	0.012104
P	16	16_16	LD	16	10	0.315	0.386291	0.014356	0.013314
P	16	16_17	LD	17	9	0.315	0.414673	0.014167	0.013122
P	16	16_18	LD	18	8	0.315	0.228454	0.012361	0.011476
P	16	16_19	LD	19	8	0.315	0.235989	0.012361	0.011476
P	16	16_20	LD	20	6	0.315	0.275382	0.011772	0.010929
P	16	16_21	LD	21	6	0.315	0.269859	0.011772	0.010929
P	16	16_22	LD	22	4	0.315	0.337808	0.010595	0.009837
P	16	16_23	LD	23	5	0.315	0.299419	0.011301	0.010492
P	16	16_24	LD	24	5	0.315	0.453751	0.008476	0.007869
EP8_1	18	18_1	N/A	1	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_2	N/A	2	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_3	N/A	3	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_4	N/A	4	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_5	N/A	5	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_6	N/A	6	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_7	N/A	7	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_8	N/A	8	20	0.0353	20.737761	0.443374	0.407808
EP8_1	18	18_9	N/A	9	20	0.0353	20.690607	0.443374	0.407808
EP8_1	18	18_10	N/A	10	20	0.0353	20.690124	0.443374	0.407808
EP8_1	18	18_11	N/A	11	20	0.0353	20.644258	0.443374	0.407808
EP8_1	18	18_12	N/A	12	20	0.0353	20.627199	0.443374	0.407808
EP8_1	18	18_13	N/A	13	20	0.0353	20.560572	0.443374	0.407808
EP8_1	18	18_14	N/A	14	20	0.0353	20.572642	0.443374	0.407808
EP8_1	18	18_15	N/A	15	20	0.0353	20.512775	0.443374	0.407808
EP8_1	18	18_16	N/A	16	20	0.0353	20.582781	0.443374	0.407808
EP8_1	18	18_17	N/A	17	20	0.0353	20.624785	0.443374	0.407808
EP8_1	18	18_18	N/A	18	20	0.0353	20.508590	0.443374	0.407808
EP8_1	18	18_19	N/A	19	20	0.0353	20.511648	0.443374	0.407808
EP8_1	18	18_20	N/A	20	20	0.0353	20.597104	0.443374	0.407808
EP8_1	18	18_21	N/A	21	20	0.0353	20.500705	0.443374	0.407808
EP8_1	18	18_22	N/A	22	20	0.0353	20.597104	0.443374	0.407808
EP8_1	18	18_23	N/A	23	20	0.0353	20.552687	0.443374	0.407808
EP8_1	18	18_24	N/A	24	0	0.0353	0.000000	0.000000	0.000000
EP8_2	19	19_1	N/A	1	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_2	N/A	2	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_3	N/A	3	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_4	N/A	4	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_5	N/A	5	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_6	N/A	6	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_7	N/A	7	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_8	N/A	8	20	0.0417	20.737761	0.443374	0.407808
EP8_2	19	19_9	N/A	9	20	0.0417	20.690607	0.443374	0.407808
EP8_2	19	19_10	N/A	10	20	0.0417	20.690124	0.443374	0.407808
EP8_2	19	19_11	N/A	11	20	0.0417	20.644258	0.443374	0.407808
EP8_2	19	19_12	N/A	12	20	0.0417	20.627199	0.443374	0.407808
EP8_2	19	19_13	N/A	13	20	0.0417	20.560572	0.443374	0.407808
EP8_2	19	19_14	N/A	14	20	0.0417	20.572642	0.443374	0.407808
EP8_2	19	19_15	N/A	15	20	0.0417	20.512775	0.443374	0.407808
EP8_2	19	19_16	N/A	16	20	0.0417	20.582781	0.443374	0.407808
EP8_2	19	19_17	N/A	17	20	0.0417	20.624785	0.443374	0.407808
EP8_2	19	19_18	N/A	18	20	0.0417	20.508590	0.443374	0.407808
EP8_2	19	19_19	N/A	19	20	0.0417	20.511648	0.443374	0.407808
EP8_2	19	19_20	N/A	20	20	0.0417	20.597104	0.443374	0.407808
EP8_2	19	19_21	N/A	21	20	0.0417	20.500705	0.443374	0.407808
EP8_2	19	19_22	N/A	22	20	0.0417	20.597104	0.443374	0.407808
EP8_2	19	19_23	N/A	23	20	0.0417	20.552687	0.443374	0.407808
EP8_2	19	19_24	N/A	24	0	0.0417	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP8_3	20	20_1	N/A	1	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_2	N/A	2	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_3	N/A	3	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_4	N/A	4	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_5	N/A	5	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_6	N/A	6	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_7	N/A	7	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_8	N/A	8	20	0.0294	20.737761	0.443374	0.407808
EP8_3	20	20_9	N/A	9	20	0.0294	20.690607	0.443374	0.407808
EP8_3	20	20_10	N/A	10	20	0.0294	20.690124	0.443374	0.407808
EP8_3	20	20_11	N/A	11	20	0.0294	20.644258	0.443374	0.407808
EP8_3	20	20_12	N/A	12	20	0.0294	20.627199	0.443374	0.407808
EP8_3	20	20_13	N/A	13	20	0.0294	20.560572	0.443374	0.407808
EP8_3	20	20_14	N/A	14	20	0.0294	20.572642	0.443374	0.407808
EP8_3	20	20_15	N/A	15	20	0.0294	20.512775	0.443374	0.407808
EP8_3	20	20_16	N/A	16	20	0.0294	20.582781	0.443374	0.407808
EP8_3	20	20_17	N/A	17	20	0.0294	20.624785	0.443374	0.407808
EP8_3	20	20_18	N/A	18	20	0.0294	20.508590	0.443374	0.407808
EP8_3	20	20_19	N/A	19	20	0.0294	20.511648	0.443374	0.407808
EP8_3	20	20_20	N/A	20	20	0.0294	20.597104	0.443374	0.407808
EP8_3	20	20_21	N/A	21	20	0.0294	20.500705	0.443374	0.407808
EP8_3	20	20_22	N/A	22	20	0.0294	20.597104	0.443374	0.407808
EP8_3	20	20_23	N/A	23	20	0.0294	20.552687	0.443374	0.407808
EP8_3	20	20_24	N/A	24	0	0.0294	0.000000	0.000000	0.000000
EP8_4	21	21_1	N/A	1	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_2	N/A	2	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_3	N/A	3	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_4	N/A	4	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_5	N/A	5	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_6	N/A	6	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_7	N/A	7	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_8	N/A	8	20	0.0321	20.737761	0.443374	0.407808
EP8_4	21	21_9	N/A	9	20	0.0321	20.690607	0.443374	0.407808
EP8_4	21	21_10	N/A	10	20	0.0321	20.690124	0.443374	0.407808
EP8_4	21	21_11	N/A	11	20	0.0321	20.644258	0.443374	0.407808
EP8_4	21	21_12	N/A	12	20	0.0321	20.627199	0.443374	0.407808
EP8_4	21	21_13	N/A	13	20	0.0321	20.560572	0.443374	0.407808
EP8_4	21	21_14	N/A	14	20	0.0321	20.572642	0.443374	0.407808
EP8_4	21	21_15	N/A	15	20	0.0321	20.512775	0.443374	0.407808
EP8_4	21	21_16	N/A	16	20	0.0321	20.582781	0.443374	0.407808
EP8_4	21	21_17	N/A	17	20	0.0321	20.624785	0.443374	0.407808
EP8_4	21	21_18	N/A	18	20	0.0321	20.508590	0.443374	0.407808
EP8_4	21	21_19	N/A	19	20	0.0321	20.511648	0.443374	0.407808
EP8_4	21	21_20	N/A	20	20	0.0321	20.597104	0.443374	0.407808
EP8_4	21	21_21	N/A	21	20	0.0321	20.500705	0.443374	0.407808
EP8_4	21	21_22	N/A	22	20	0.0321	20.597104	0.443374	0.407808
EP8_4	21	21_23	N/A	23	20	0.0321	20.552687	0.443374	0.407808
EP8_4	21	21_24	N/A	24	0	0.0321	0.000000	0.000000	0.000000
EP8_5	22	22_1	N/A	1	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_2	N/A	2	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_3	N/A	3	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_4	N/A	4	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_5	N/A	5	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_6	N/A	6	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_7	N/A	7	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_8	N/A	8	20	0.0165	20.737761	0.443374	0.407808
EP8_5	22	22_9	N/A	9	20	0.0165	20.690607	0.443374	0.407808
EP8_5	22	22_10	N/A	10	20	0.0165	20.690124	0.443374	0.407808
EP8_5	22	22_11	N/A	11	20	0.0165	20.644258	0.443374	0.407808
EP8_5	22	22_12	N/A	12	20	0.0165	20.627199	0.443374	0.407808
EP8_5	22	22_13	N/A	13	20	0.0165	20.560572	0.443374	0.407808
EP8_5	22	22_14	N/A	14	20	0.0165	20.572642	0.443374	0.407808
EP8_5	22	22_15	N/A	15	20	0.0165	20.512775	0.443374	0.407808
EP8_5	22	22_16	N/A	16	20	0.0165	20.582781	0.443374	0.407808
EP8_5	22	22_17	N/A	17	20	0.0165	20.624785	0.443374	0.407808
EP8_5	22	22_18	N/A	18	20	0.0165	20.508590	0.443374	0.407808
EP8_5	22	22_19	N/A	19	20	0.0165	20.511648	0.443374	0.407808
EP8_5	22	22_20	N/A	20	20	0.0165	20.597104	0.443374	0.407808
EP8_5	22	22_21	N/A	21	20	0.0165	20.500705	0.443374	0.407808
EP8_5	22	22_22	N/A	22	20	0.0165	20.597104	0.443374	0.407808
EP8_5	22	22_23	N/A	23	20	0.0165	20.552687	0.443374	0.407808
EP8_5	22	22_24	N/A	24	0	0.0165	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP9_1	23	23_1	N/A	1	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_2	N/A	2	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_3	N/A	3	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_4	N/A	4	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_5	N/A	5	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_6	N/A	6	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_7	N/A	7	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_8	N/A	8	6	0.0353	20.737761	0.443374	0.407808
EP9_1	23	23_9	N/A	9	6	0.0353	20.690607	0.443374	0.407808
EP9_1	23	23_10	N/A	10	6	0.0353	20.690124	0.443374	0.407808
EP9_1	23	23_11	N/A	11	6	0.0353	20.644258	0.443374	0.407808
EP9_1	23	23_12	N/A	12	6	0.0353	20.627199	0.443374	0.407808
EP9_1	23	23_13	N/A	13	6	0.0353	20.560572	0.443374	0.407808
EP9_1	23	23_14	N/A	14	6	0.0353	20.572642	0.443374	0.407808
EP9_1	23	23_15	N/A	15	6	0.0353	20.512775	0.443374	0.407808
EP9_1	23	23_16	N/A	16	6	0.0353	20.582781	0.443374	0.407808
EP9_1	23	23_17	N/A	17	6	0.0353	20.624785	0.443374	0.407808
EP9_1	23	23_18	N/A	18	6	0.0353	20.508590	0.443374	0.407808
EP9_1	23	23_19	N/A	19	6	0.0353	20.511648	0.443374	0.407808
EP9_1	23	23_20	N/A	20	6	0.0353	20.597104	0.443374	0.407808
EP9_1	23	23_21	N/A	21	6	0.0353	20.500705	0.443374	0.407808
EP9_1	23	23_22	N/A	22	6	0.0353	20.597104	0.443374	0.407808
EP9_1	23	23_23	N/A	23	6	0.0353	20.552687	0.443374	0.407808
EP9_1	23	23_24	N/A	24	0	0.0353	0.000000	0.000000	0.000000
EP9_2	24	24_1	N/A	1	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_2	N/A	2	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_3	N/A	3	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_4	N/A	4	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_5	N/A	5	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_6	N/A	6	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_7	N/A	7	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_8	N/A	8	6	0.0171	20.737761	0.443374	0.407808
EP9_2	24	24_9	N/A	9	6	0.0171	20.690607	0.443374	0.407808
EP9_2	24	24_10	N/A	10	6	0.0171	20.690124	0.443374	0.407808
EP9_2	24	24_11	N/A	11	6	0.0171	20.644258	0.443374	0.407808
EP9_2	24	24_12	N/A	12	6	0.0171	20.627199	0.443374	0.407808
EP9_2	24	24_13	N/A	13	6	0.0171	20.560572	0.443374	0.407808
EP9_2	24	24_14	N/A	14	6	0.0171	20.572642	0.443374	0.407808
EP9_2	24	24_15	N/A	15	6	0.0171	20.512775	0.443374	0.407808
EP9_2	24	24_16	N/A	16	6	0.0171	20.582781	0.443374	0.407808
EP9_2	24	24_17	N/A	17	6	0.0171	20.624785	0.443374	0.407808
EP9_2	24	24_18	N/A	18	6	0.0171	20.508590	0.443374	0.407808
EP9_2	24	24_19	N/A	19	6	0.0171	20.511648	0.443374	0.407808
EP9_2	24	24_20	N/A	20	6	0.0171	20.597104	0.443374	0.407808
EP9_2	24	24_21	N/A	21	6	0.0171	20.500705	0.443374	0.407808
EP9_2	24	24_22	N/A	22	6	0.0171	20.597104	0.443374	0.407808
EP9_2	24	24_23	N/A	23	6	0.0171	20.552687	0.443374	0.407808
EP9_2	24	24_24	N/A	24	0	0.0171	0.000000	0.000000	0.000000
EP9_3	25	25_1	N/A	1	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_2	N/A	2	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_3	N/A	3	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_4	N/A	4	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_5	N/A	5	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_6	N/A	6	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_7	N/A	7	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_8	N/A	8	6	0.0311	20.737761	0.443374	0.407808
EP9_3	25	25_9	N/A	9	6	0.0311	20.690607	0.443374	0.407808
EP9_3	25	25_10	N/A	10	6	0.0311	20.690124	0.443374	0.407808
EP9_3	25	25_11	N/A	11	6	0.0311	20.644258	0.443374	0.407808
EP9_3	25	25_12	N/A	12	6	0.0311	20.627199	0.443374	0.407808
EP9_3	25	25_13	N/A	13	6	0.0311	20.560572	0.443374	0.407808
EP9_3	25	25_14	N/A	14	6	0.0311	20.572642	0.443374	0.407808
EP9_3	25	25_15	N/A	15	6	0.0311	20.512775	0.443374	0.407808
EP9_3	25	25_16	N/A	16	6	0.0311	20.582781	0.443374	0.407808
EP9_3	25	25_17	N/A	17	6	0.0311	20.624785	0.443374	0.407808
EP9_3	25	25_18	N/A	18	6	0.0311	20.508590	0.443374	0.407808
EP9_3	25	25_19	N/A	19	6	0.0311	20.511648	0.443374	0.407808
EP9_3	25	25_20	N/A	20	6	0.0311	20.597104	0.443374	0.407808
EP9_3	25	25_21	N/A	21	6	0.0311	20.500705	0.443374	0.407808
EP9_3	25	25_22	N/A	22	6	0.0311	20.597104	0.443374	0.407808
EP9_3	25	25_23	N/A	23	6	0.0311	20.552687	0.443374	0.407808
EP9_3	25	25_24	N/A	24	0	0.0311	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP9_4	26	26_1	N/A	1	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_2	N/A	2	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_3	N/A	3	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_4	N/A	4	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_5	N/A	5	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_6	N/A	6	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_7	N/A	7	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_8	N/A	8	6	0.0143	20.737761	0.443374	0.407808
EP9_4	26	26_9	N/A	9	6	0.0143	20.690607	0.443374	0.407808
EP9_4	26	26_10	N/A	10	6	0.0143	20.690124	0.443374	0.407808
EP9_4	26	26_11	N/A	11	6	0.0143	20.644258	0.443374	0.407808
EP9_4	26	26_12	N/A	12	6	0.0143	20.627199	0.443374	0.407808
EP9_4	26	26_13	N/A	13	6	0.0143	20.560572	0.443374	0.407808
EP9_4	26	26_14	N/A	14	6	0.0143	20.572642	0.443374	0.407808
EP9_4	26	26_15	N/A	15	6	0.0143	20.512775	0.443374	0.407808
EP9_4	26	26_16	N/A	16	6	0.0143	20.582781	0.443374	0.407808
EP9_4	26	26_17	N/A	17	6	0.0143	20.624785	0.443374	0.407808
EP9_4	26	26_18	N/A	18	6	0.0143	20.508590	0.443374	0.407808
EP9_4	26	26_19	N/A	19	6	0.0143	20.511648	0.443374	0.407808
EP9_4	26	26_20	N/A	20	6	0.0143	20.597104	0.443374	0.407808
EP9_4	26	26_21	N/A	21	6	0.0143	20.500705	0.443374	0.407808
EP9_4	26	26_22	N/A	22	6	0.0143	20.597104	0.443374	0.407808
EP9_4	26	26_23	N/A	23	6	0.0143	20.552687	0.443374	0.407808
EP9_4	26	26_24	N/A	24	0	0.0143	0.000000	0.000000	0.000000
EP9_5	27	27_1	N/A	1	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_2	N/A	2	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_3	N/A	3	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_4	N/A	4	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_5	N/A	5	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_6	N/A	6	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_7	N/A	7	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_8	N/A	8	6	0.0259	20.737761	0.443374	0.407808
EP9_5	27	27_9	N/A	9	6	0.0259	20.690607	0.443374	0.407808
EP9_5	27	27_10	N/A	10	6	0.0259	20.690124	0.443374	0.407808
EP9_5	27	27_11	N/A	11	6	0.0259	20.644258	0.443374	0.407808
EP9_5	27	27_12	N/A	12	6	0.0259	20.627199	0.443374	0.407808
EP9_5	27	27_13	N/A	13	6	0.0259	20.560572	0.443374	0.407808
EP9_5	27	27_14	N/A	14	6	0.0259	20.572642	0.443374	0.407808
EP9_5	27	27_15	N/A	15	6	0.0259	20.512775	0.443374	0.407808
EP9_5	27	27_16	N/A	16	6	0.0259	20.582781	0.443374	0.407808
EP9_5	27	27_17	N/A	17	6	0.0259	20.624785	0.443374	0.407808
EP9_5	27	27_18	N/A	18	6	0.0259	20.508590	0.443374	0.407808
EP9_5	27	27_19	N/A	19	6	0.0259	20.511648	0.443374	0.407808
EP9_5	27	27_20	N/A	20	6	0.0259	20.597104	0.443374	0.407808
EP9_5	27	27_21	N/A	21	6	0.0259	20.500705	0.443374	0.407808
EP9_5	27	27_22	N/A	22	6	0.0259	20.597104	0.443374	0.407808
EP9_5	27	27_23	N/A	23	6	0.0259	20.552687	0.443374	0.407808
EP9_5	27	27_24	N/A	24	0	0.0259	0.000000	0.000000	0.000000
EP9_6	28	28_1	N/A	1	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_2	N/A	2	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_3	N/A	3	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_4	N/A	4	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_5	N/A	5	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_6	N/A	6	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_7	N/A	7	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_8	N/A	8	6	0.0124	20.737761	0.443374	0.407808
EP9_6	28	28_9	N/A	9	6	0.0124	20.690607	0.443374	0.407808
EP9_6	28	28_10	N/A	10	6	0.0124	20.690124	0.443374	0.407808
EP9_6	28	28_11	N/A	11	6	0.0124	20.644258	0.443374	0.407808
EP9_6	28	28_12	N/A	12	6	0.0124	20.627199	0.443374	0.407808
EP9_6	28	28_13	N/A	13	6	0.0124	20.560572	0.443374	0.407808
EP9_6	28	28_14	N/A	14	6	0.0124	20.572642	0.443374	0.407808
EP9_6	28	28_15	N/A	15	6	0.0124	20.512775	0.443374	0.407808
EP9_6	28	28_16	N/A	16	6	0.0124	20.582781	0.443374	0.407808
EP9_6	28	28_17	N/A	17	6	0.0124	20.624785	0.443374	0.407808
EP9_6	28	28_18	N/A	18	6	0.0124	20.508590	0.443374	0.407808
EP9_6	28	28_19	N/A	19	6	0.0124	20.511648	0.443374	0.407808
EP9_6	28	28_20	N/A	20	6	0.0124	20.597104	0.443374	0.407808
EP9_6	28	28_21	N/A	21	6	0.0124	20.500705	0.443374	0.407808
EP9_6	28	28_22	N/A	22	6	0.0124	20.597104	0.443374	0.407808
EP9_6	28	28_23	N/A	23	6	0.0124	20.552687	0.443374	0.407808
EP9_6	28	28_24	N/A	24	0	0.0124	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP10_1	29	29_1	N/A	1	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_2	N/A	2	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_3	N/A	3	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_4	N/A	4	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_5	N/A	5	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_6	N/A	6	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_7	N/A	7	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_8	N/A	8	30	0.0353	20.737761	0.443374	0.407808
EP10_1	29	29_9	N/A	9	30	0.0353	20.690607	0.443374	0.407808
EP10_1	29	29_10	N/A	10	30	0.0353	20.690124	0.443374	0.407808
EP10_1	29	29_11	N/A	11	30	0.0353	20.644258	0.443374	0.407808
EP10_1	29	29_12	N/A	12	30	0.0353	20.627199	0.443374	0.407808
EP10_1	29	29_13	N/A	13	30	0.0353	20.560572	0.443374	0.407808
EP10_1	29	29_14	N/A	14	30	0.0353	20.572642	0.443374	0.407808
EP10_1	29	29_15	N/A	15	30	0.0353	20.512775	0.443374	0.407808
EP10_1	29	29_16	N/A	16	30	0.0353	20.582781	0.443374	0.407808
EP10_1	29	29_17	N/A	17	30	0.0353	20.624785	0.443374	0.407808
EP10_1	29	29_18	N/A	18	30	0.0353	20.508590	0.443374	0.407808
EP10_1	29	29_19	N/A	19	30	0.0353	20.511648	0.443374	0.407808
EP10_1	29	29_20	N/A	20	30	0.0353	20.597104	0.443374	0.407808
EP10_1	29	29_21	N/A	21	30	0.0353	20.500705	0.443374	0.407808
EP10_1	29	29_22	N/A	22	30	0.0353	20.597104	0.443374	0.407808
EP10_1	29	29_23	N/A	23	30	0.0353	20.552687	0.443374	0.407808
EP10_1	29	29_24	N/A	24	0	0.0353	0.000000	0.000000	0.000000
EP10_2	30	30_1	N/A	1	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_2	N/A	2	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_3	N/A	3	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_4	N/A	4	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_5	N/A	5	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_6	N/A	6	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_7	N/A	7	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_8	N/A	8	30	0.0171	20.737761	0.443374	0.407808
EP10_2	30	30_9	N/A	9	30	0.0171	20.690607	0.443374	0.407808
EP10_2	30	30_10	N/A	10	30	0.0171	20.690124	0.443374	0.407808
EP10_2	30	30_11	N/A	11	30	0.0171	20.644258	0.443374	0.407808
EP10_2	30	30_12	N/A	12	30	0.0171	20.627199	0.443374	0.407808
EP10_2	30	30_13	N/A	13	30	0.0171	20.560572	0.443374	0.407808
EP10_2	30	30_14	N/A	14	30	0.0171	20.572642	0.443374	0.407808
EP10_2	30	30_15	N/A	15	30	0.0171	20.512775	0.443374	0.407808
EP10_2	30	30_16	N/A	16	30	0.0171	20.582781	0.443374	0.407808
EP10_2	30	30_17	N/A	17	30	0.0171	20.624785	0.443374	0.407808
EP10_2	30	30_18	N/A	18	30	0.0171	20.508590	0.443374	0.407808
EP10_2	30	30_19	N/A	19	30	0.0171	20.511648	0.443374	0.407808
EP10_2	30	30_20	N/A	20	30	0.0171	20.597104	0.443374	0.407808
EP10_2	30	30_21	N/A	21	30	0.0171	20.500705	0.443374	0.407808
EP10_2	30	30_22	N/A	22	30	0.0171	20.597104	0.443374	0.407808
EP10_2	30	30_23	N/A	23	30	0.0171	20.552687	0.443374	0.407808
EP10_2	30	30_24	N/A	24	0	0.0171	0.000000	0.000000	0.000000
EP10_3	31	31_1	N/A	1	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_2	N/A	2	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_3	N/A	3	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_4	N/A	4	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_5	N/A	5	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_6	N/A	6	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_7	N/A	7	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_8	N/A	8	30	0.0311	20.737761	0.443374	0.407808
EP10_3	31	31_9	N/A	9	30	0.0311	20.690607	0.443374	0.407808
EP10_3	31	31_10	N/A	10	30	0.0311	20.690124	0.443374	0.407808
EP10_3	31	31_11	N/A	11	30	0.0311	20.644258	0.443374	0.407808
EP10_3	31	31_12	N/A	12	30	0.0311	20.627199	0.443374	0.407808
EP10_3	31	31_13	N/A	13	30	0.0311	20.560572	0.443374	0.407808
EP10_3	31	31_14	N/A	14	30	0.0311	20.572642	0.443374	0.407808
EP10_3	31	31_15	N/A	15	30	0.0311	20.512775	0.443374	0.407808
EP10_3	31	31_16	N/A	16	30	0.0311	20.582781	0.443374	0.407808
EP10_3	31	31_17	N/A	17	30	0.0311	20.624785	0.443374	0.407808
EP10_3	31	31_18	N/A	18	30	0.0311	20.508590	0.443374	0.407808
EP10_3	31	31_19	N/A	19	30	0.0311	20.511648	0.443374	0.407808
EP10_3	31	31_20	N/A	20	30	0.0311	20.597104	0.443374	0.407808
EP10_3	31	31_21	N/A	21	30	0.0311	20.500705	0.443374	0.407808
EP10_3	31	31_22	N/A	22	30	0.0311	20.597104	0.443374	0.407808
EP10_3	31	31_23	N/A	23	30	0.0311	20.552687	0.443374	0.407808
EP10_3	31	31_24	N/A	24	0	0.0311	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP10_4	32	32_1	N/A	1	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_2	N/A	2	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_3	N/A	3	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_4	N/A	4	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_5	N/A	5	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_6	N/A	6	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_7	N/A	7	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_8	N/A	8	30	0.0209	20.737761	0.443374	0.407808
EP10_4	32	32_9	N/A	9	30	0.0209	20.690607	0.443374	0.407808
EP10_4	32	32_10	N/A	10	30	0.0209	20.690124	0.443374	0.407808
EP10_4	32	32_11	N/A	11	30	0.0209	20.644258	0.443374	0.407808
EP10_4	32	32_12	N/A	12	30	0.0209	20.627199	0.443374	0.407808
EP10_4	32	32_13	N/A	13	30	0.0209	20.560572	0.443374	0.407808
EP10_4	32	32_14	N/A	14	30	0.0209	20.572642	0.443374	0.407808
EP10_4	32	32_15	N/A	15	30	0.0209	20.512775	0.443374	0.407808
EP10_4	32	32_16	N/A	16	30	0.0209	20.582781	0.443374	0.407808
EP10_4	32	32_17	N/A	17	30	0.0209	20.624785	0.443374	0.407808
EP10_4	32	32_18	N/A	18	30	0.0209	20.508590	0.443374	0.407808
EP10_4	32	32_19	N/A	19	30	0.0209	20.511648	0.443374	0.407808
EP10_4	32	32_20	N/A	20	30	0.0209	20.597104	0.443374	0.407808
EP10_4	32	32_21	N/A	21	30	0.0209	20.500705	0.443374	0.407808
EP10_4	32	32_22	N/A	22	30	0.0209	20.597104	0.443374	0.407808
EP10_4	32	32_23	N/A	23	30	0.0209	20.552687	0.443374	0.407808
EP10_4	32	32_24	N/A	24	0	0.0209	0.000000	0.000000	0.000000
EP10_5	33	33_1	N/A	1	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_2	N/A	2	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_3	N/A	3	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_4	N/A	4	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_5	N/A	5	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_6	N/A	6	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_7	N/A	7	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_8	N/A	8	30	0.021	20.737761	0.443374	0.407808
EP10_5	33	33_9	N/A	9	30	0.021	20.690607	0.443374	0.407808
EP10_5	33	33_10	N/A	10	30	0.021	20.690124	0.443374	0.407808
EP10_5	33	33_11	N/A	11	30	0.021	20.644258	0.443374	0.407808
EP10_5	33	33_12	N/A	12	30	0.021	20.627199	0.443374	0.407808
EP10_5	33	33_13	N/A	13	30	0.021	20.560572	0.443374	0.407808
EP10_5	33	33_14	N/A	14	30	0.021	20.572642	0.443374	0.407808
EP10_5	33	33_15	N/A	15	30	0.021	20.512775	0.443374	0.407808
EP10_5	33	33_16	N/A	16	30	0.021	20.582781	0.443374	0.407808
EP10_5	33	33_17	N/A	17	30	0.021	20.624785	0.443374	0.407808
EP10_5	33	33_18	N/A	18	30	0.021	20.508590	0.443374	0.407808
EP10_5	33	33_19	N/A	19	30	0.021	20.511648	0.443374	0.407808
EP10_5	33	33_20	N/A	20	30	0.021	20.597104	0.443374	0.407808
EP10_5	33	33_21	N/A	21	30	0.021	20.500705	0.443374	0.407808
EP10_5	33	33_22	N/A	22	30	0.021	20.597104	0.443374	0.407808
EP10_5	33	33_23	N/A	23	30	0.021	20.552687	0.443374	0.407808
EP10_5	33	33_24	N/A	24	0	0.021	0.000000	0.000000	0.000000
EP10_6	34	34_1	N/A	1	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_2	N/A	2	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_3	N/A	3	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_4	N/A	4	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_5	N/A	5	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_6	N/A	6	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_7	N/A	7	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_8	N/A	8	30	0.0134	20.737761	0.443374	0.407808
EP10_6	34	34_9	N/A	9	30	0.0134	20.690607	0.443374	0.407808
EP10_6	34	34_10	N/A	10	30	0.0134	20.690124	0.443374	0.407808
EP10_6	34	34_11	N/A	11	30	0.0134	20.644258	0.443374	0.407808
EP10_6	34	34_12	N/A	12	30	0.0134	20.627199	0.443374	0.407808
EP10_6	34	34_13	N/A	13	30	0.0134	20.560572	0.443374	0.407808
EP10_6	34	34_14	N/A	14	30	0.0134	20.572642	0.443374	0.407808
EP10_6	34	34_15	N/A	15	30	0.0134	20.512775	0.443374	0.407808
EP10_6	34	34_16	N/A	16	30	0.0134	20.582781	0.443374	0.407808
EP10_6	34	34_17	N/A	17	30	0.0134	20.624785	0.443374	0.407808
EP10_6	34	34_18	N/A	18	30	0.0134	20.508590	0.443374	0.407808
EP10_6	34	34_19	N/A	19	30	0.0134	20.511648	0.443374	0.407808
EP10_6	34	34_20	N/A	20	30	0.0134	20.597104	0.443374	0.407808
EP10_6	34	34_21	N/A	21	30	0.0134	20.500705	0.443374	0.407808
EP10_6	34	34_22	N/A	22	30	0.0134	20.597104	0.443374	0.407808
EP10_6	34	34_23	N/A	23	30	0.0134	20.552687	0.443374	0.407808
EP10_6	34	34_24	N/A	24	0	0.0134	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP10_7	35	35_1	N/A	1	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_2	N/A	2	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_3	N/A	3	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_4	N/A	4	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_5	N/A	5	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_6	N/A	6	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_7	N/A	7	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_8	N/A	8	30	0.0137	20.737761	0.443374	0.407808
EP10_7	35	35_9	N/A	9	30	0.0137	20.690607	0.443374	0.407808
EP10_7	35	35_10	N/A	10	30	0.0137	20.690124	0.443374	0.407808
EP10_7	35	35_11	N/A	11	30	0.0137	20.644258	0.443374	0.407808
EP10_7	35	35_12	N/A	12	30	0.0137	20.627199	0.443374	0.407808
EP10_7	35	35_13	N/A	13	30	0.0137	20.560572	0.443374	0.407808
EP10_7	35	35_14	N/A	14	30	0.0137	20.572642	0.443374	0.407808
EP10_7	35	35_15	N/A	15	30	0.0137	20.512775	0.443374	0.407808
EP10_7	35	35_16	N/A	16	30	0.0137	20.582781	0.443374	0.407808
EP10_7	35	35_17	N/A	17	30	0.0137	20.624785	0.443374	0.407808
EP10_7	35	35_18	N/A	18	30	0.0137	20.508590	0.443374	0.407808
EP10_7	35	35_19	N/A	19	30	0.0137	20.511648	0.443374	0.407808
EP10_7	35	35_20	N/A	20	30	0.0137	20.597104	0.443374	0.407808
EP10_7	35	35_21	N/A	21	30	0.0137	20.500705	0.443374	0.407808
EP10_7	35	35_22	N/A	22	30	0.0137	20.597104	0.443374	0.407808
EP10_7	35	35_23	N/A	23	30	0.0137	20.552687	0.443374	0.407808
EP10_7	35	35_24	N/A	24	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_1	N/A	1	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_2	N/A	2	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_3	N/A	3	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_4	N/A	4	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_5	N/A	5	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_6	N/A	6	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_7	N/A	7	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_8	N/A	8	30	0.0137	20.737761	0.443374	0.407808
EP10_8	36	36_9	N/A	9	30	0.0137	20.690607	0.443374	0.407808
EP10_8	36	36_10	N/A	10	30	0.0137	20.690124	0.443374	0.407808
EP10_8	36	36_11	N/A	11	30	0.0137	20.644258	0.443374	0.407808
EP10_8	36	36_12	N/A	12	30	0.0137	20.627199	0.443374	0.407808
EP10_8	36	36_13	N/A	13	30	0.0137	20.560572	0.443374	0.407808
EP10_8	36	36_14	N/A	14	30	0.0137	20.572642	0.443374	0.407808
EP10_8	36	36_15	N/A	15	30	0.0137	20.512775	0.443374	0.407808
EP10_8	36	36_16	N/A	16	30	0.0137	20.582781	0.443374	0.407808
EP10_8	36	36_17	N/A	17	30	0.0137	20.624785	0.443374	0.407808
EP10_8	36	36_18	N/A	18	30	0.0137	20.508590	0.443374	0.407808
EP10_8	36	36_19	N/A	19	30	0.0137	20.511648	0.443374	0.407808
EP10_8	36	36_20	N/A	20	30	0.0137	20.597104	0.443374	0.407808
EP10_8	36	36_21	N/A	21	30	0.0137	20.500705	0.443374	0.407808
EP10_8	36	36_22	N/A	22	30	0.0137	20.597104	0.443374	0.407808
EP10_8	36	36_23	N/A	23	30	0.0137	20.552687	0.443374	0.407808
EP10_8	36	36_24	N/A	24	0	0.0137	0.000000	0.000000	0.000000
EP10_9	37	37_1	N/A	1	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_2	N/A	2	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_3	N/A	3	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_4	N/A	4	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_5	N/A	5	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_6	N/A	6	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_7	N/A	7	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_8	N/A	8	30	0.0124	20.737761	0.443374	0.407808
EP10_9	37	37_9	N/A	9	30	0.0124	20.690607	0.443374	0.407808
EP10_9	37	37_10	N/A	10	30	0.0124	20.690124	0.443374	0.407808
EP10_9	37	37_11	N/A	11	30	0.0124	20.644258	0.443374	0.407808
EP10_9	37	37_12	N/A	12	30	0.0124	20.627199	0.443374	0.407808
EP10_9	37	37_13	N/A	13	30	0.0124	20.560572	0.443374	0.407808
EP10_9	37	37_14	N/A	14	30	0.0124	20.572642	0.443374	0.407808
EP10_9	37	37_15	N/A	15	30	0.0124	20.512775	0.443374	0.407808
EP10_9	37	37_16	N/A	16	30	0.0124	20.582781	0.443374	0.407808
EP10_9	37	37_17	N/A	17	30	0.0124	20.624785	0.443374	0.407808
EP10_9	37	37_18	N/A	18	30	0.0124	20.508590	0.443374	0.407808
EP10_9	37	37_19	N/A	19	30	0.0124	20.511648	0.443374	0.407808
EP10_9	37	37_20	N/A	20	30	0.0124	20.597104	0.443374	0.407808
EP10_9	37	37_21	N/A	21	30	0.0124	20.500705	0.443374	0.407808
EP10_9	37	37_22	N/A	22	30	0.0124	20.597104	0.443374	0.407808
EP10_9	37	37_23	N/A	23	30	0.0124	20.552687	0.443374	0.407808
EP10_9	37	37_24	N/A	24	0	0.0124	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP11_1	38	38_1	N/A	1	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_2	N/A	2	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_3	N/A	3	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_4	N/A	4	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_5	N/A	5	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_6	N/A	6	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_7	N/A	7	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_8	N/A	8	4	0.0141	20.737761	0.443374	0.407808
EP11_1	38	38_9	N/A	9	4	0.0141	20.690607	0.443374	0.407808
EP11_1	38	38_10	N/A	10	4	0.0141	20.690124	0.443374	0.407808
EP11_1	38	38_11	N/A	11	4	0.0141	20.644258	0.443374	0.407808
EP11_1	38	38_12	N/A	12	4	0.0141	20.627199	0.443374	0.407808
EP11_1	38	38_13	N/A	13	4	0.0141	20.560572	0.443374	0.407808
EP11_1	38	38_14	N/A	14	4	0.0141	20.572642	0.443374	0.407808
EP11_1	38	38_15	N/A	15	4	0.0141	20.512775	0.443374	0.407808
EP11_1	38	38_16	N/A	16	4	0.0141	20.582781	0.443374	0.407808
EP11_1	38	38_17	N/A	17	4	0.0141	20.624785	0.443374	0.407808
EP11_1	38	38_18	N/A	18	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_19	N/A	19	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_20	N/A	20	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_21	N/A	21	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_22	N/A	22	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_23	N/A	23	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_24	N/A	24	0	0.0141	0.000000	0.000000	0.000000
EP11_2	39	39_1	N/A	1	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_2	N/A	2	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_3	N/A	3	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_4	N/A	4	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_5	N/A	5	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_6	N/A	6	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_7	N/A	7	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_8	N/A	8	4	0.0139	20.737761	0.443374	0.407808
EP11_2	39	39_9	N/A	9	4	0.0139	20.690607	0.443374	0.407808
EP11_2	39	39_10	N/A	10	4	0.0139	20.690124	0.443374	0.407808
EP11_2	39	39_11	N/A	11	4	0.0139	20.644258	0.443374	0.407808
EP11_2	39	39_12	N/A	12	4	0.0139	20.627199	0.443374	0.407808
EP11_2	39	39_13	N/A	13	4	0.0139	20.560572	0.443374	0.407808
EP11_2	39	39_14	N/A	14	4	0.0139	20.572642	0.443374	0.407808
EP11_2	39	39_15	N/A	15	4	0.0139	20.512775	0.443374	0.407808
EP11_2	39	39_16	N/A	16	4	0.0139	20.582781	0.443374	0.407808
EP11_2	39	39_17	N/A	17	4	0.0139	20.624785	0.443374	0.407808
EP11_2	39	39_18	N/A	18	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_19	N/A	19	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_20	N/A	20	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_21	N/A	21	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_22	N/A	22	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_23	N/A	23	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_24	N/A	24	0	0.0139	0.000000	0.000000	0.000000
EP11_3	40	40_1	N/A	1	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_2	N/A	2	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_3	N/A	3	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_4	N/A	4	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_5	N/A	5	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_6	N/A	6	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_7	N/A	7	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_8	N/A	8	4	0.0134	20.737761	0.443374	0.407808
EP11_3	40	40_9	N/A	9	4	0.0134	20.690607	0.443374	0.407808
EP11_3	40	40_10	N/A	10	4	0.0134	20.690124	0.443374	0.407808
EP11_3	40	40_11	N/A	11	4	0.0134	20.644258	0.443374	0.407808
EP11_3	40	40_12	N/A	12	4	0.0134	20.627199	0.443374	0.407808
EP11_3	40	40_13	N/A	13	4	0.0134	20.560572	0.443374	0.407808
EP11_3	40	40_14	N/A	14	4	0.0134	20.572642	0.443374	0.407808
EP11_3	40	40_15	N/A	15	4	0.0134	20.512775	0.443374	0.407808
EP11_3	40	40_16	N/A	16	4	0.0134	20.582781	0.443374	0.407808
EP11_3	40	40_17	N/A	17	4	0.0134	20.624785	0.443374	0.407808
EP11_3	40	40_18	N/A	18	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_19	N/A	19	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_20	N/A	20	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_21	N/A	21	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_22	N/A	22	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_23	N/A	23	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_24	N/A	24	0	0.0134	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP12_1	41	41_1	N/A	1	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_2	N/A	2	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_3	N/A	3	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_4	N/A	4	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_5	N/A	5	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_6	N/A	6	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_7	N/A	7	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_8	N/A	8	10	0.033	16.691517	0.378518	0.348262
EP12_1	41	41_9	N/A	9	10	0.033	16.654823	0.378518	0.348262
EP12_1	41	41_10	N/A	10	10	0.033	16.654341	0.378518	0.348262
EP12_1	41	41_11	N/A	11	10	0.033	16.618452	0.378518	0.348262
EP12_1	41	41_12	N/A	12	10	0.033	16.605095	0.378518	0.348262
EP12_1	41	41_13	N/A	13	10	0.033	16.553274	0.378518	0.348262
EP12_1	41	41_14	N/A	14	10	0.033	16.562608	0.378518	0.348262
EP12_1	41	41_15	N/A	15	10	0.033	16.515776	0.378518	0.348262
EP12_1	41	41_16	N/A	16	10	0.033	16.570494	0.378518	0.348262
EP12_1	41	41_17	N/A	17	10	0.033	16.603324	0.378518	0.348262
EP12_1	41	41_18	N/A	18	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_19	N/A	19	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_20	N/A	20	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_21	N/A	21	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_22	N/A	22	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_23	N/A	23	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_24	N/A	24	0	0.033	0.000000	0.000000	0.000000
EP12_2	42	42_1	N/A	1	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_2	N/A	2	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_3	N/A	3	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_4	N/A	4	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_5	N/A	5	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_6	N/A	6	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_7	N/A	7	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_8	N/A	8	44	0.0262	16.691517	0.378518	0.348262
EP12_2	42	42_9	N/A	9	44	0.0262	16.654823	0.378518	0.348262
EP12_2	42	42_10	N/A	10	44	0.0262	16.654341	0.378518	0.348262
EP12_2	42	42_11	N/A	11	44	0.0262	16.618452	0.378518	0.348262
EP12_2	42	42_12	N/A	12	44	0.0262	16.605095	0.378518	0.348262
EP12_2	42	42_13	N/A	13	44	0.0262	16.553274	0.378518	0.348262
EP12_2	42	42_14	N/A	14	44	0.0262	16.562608	0.378518	0.348262
EP12_2	42	42_15	N/A	15	44	0.0262	16.515776	0.378518	0.348262
EP12_2	42	42_16	N/A	16	44	0.0262	16.570494	0.378518	0.348262
EP12_2	42	42_17	N/A	17	44	0.0262	16.603324	0.378518	0.348262
EP12_2	42	42_18	N/A	18	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_19	N/A	19	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_20	N/A	20	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_21	N/A	21	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_22	N/A	22	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_23	N/A	23	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_24	N/A	24	0	0.0262	0.000000	0.000000	0.000000
EP12_3	43	43_1	N/A	1	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_2	N/A	2	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_3	N/A	3	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_4	N/A	4	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_5	N/A	5	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_6	N/A	6	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_7	N/A	7	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_8	N/A	8	10	0.0265	16.691517	0.378518	0.348262
EP12_3	43	43_9	N/A	9	10	0.0265	16.654823	0.378518	0.348262
EP12_3	43	43_10	N/A	10	10	0.0265	16.654341	0.378518	0.348262
EP12_3	43	43_11	N/A	11	10	0.0265	16.618452	0.378518	0.348262
EP12_3	43	43_12	N/A	12	10	0.0265	16.605095	0.378518	0.348262
EP12_3	43	43_13	N/A	13	10	0.0265	16.553274	0.378518	0.348262
EP12_3	43	43_14	N/A	14	10	0.0265	16.562608	0.378518	0.348262
EP12_3	43	43_15	N/A	15	10	0.0265	16.515776	0.378518	0.348262
EP12_3	43	43_16	N/A	16	10	0.0265	16.570494	0.378518	0.348262
EP12_3	43	43_17	N/A	17	10	0.0265	16.603324	0.378518	0.348262
EP12_3	43	43_18	N/A	18	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_19	N/A	19	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_20	N/A	20	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_21	N/A	21	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_22	N/A	22	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_23	N/A	23	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_24	N/A	24	0	0.0265	0.000000	0.000000	0.000000

Appendix F BACKGROUND NOISE MEASUREMENT RECORD

Photographic Record

Results of Background Noise Measurement

Sampling Date:	8 Jan 2020 to 9 Jan 2020	**Calibration**	
Weather Conditions:	Good	Calibrator Model:	Rion, NC-74
Wind Speed:	<5 m/s	Before:	94.0 dB(A)
Noise Meter Model:	Rion, NL-52	After:	94.0 dB(A)
Façade/Free-field:	Façade		

Location BG1

Time period	Mean Leq	Lmax	Lmin	L10	L90
0930-1030	61.7	78.5	54.8	62.4	59.9
1900-2000	59.5	80.2	43.7	62.1	54.2

Location BG2

Time period	Mean Leq	Lmax	Lmin	L10	L90
0930-1030	65.1	83.3	56.2	66.9	58.0
1900-2000	64.7	86.2	48.7	67.9	53.0

Location BG3

Time period	Mean Leq	Lmax	Lmin	L10	L90
0930-1030	71.0	92.5	44.9	57.2	47.4
1900-2000	46.8	60.0	43.2	48.6	44.5

Appendix G PHOTOGRAPHIC RECORD OF NOISE SENSITIVES RECEIVERS

CN1/DN1/IN1	CN2/DN2/IN2
CN3/DN3/IN3	CN4/DN4/IN4
CN5/DN5/IN5	CN6/DN6/IN6
CN7/DN7/IN7	IN8

Appendix H NOTIONAL SOURCES FOR CONSTRUCTION AND DEMOLITION NOISE ASSESSMENT

Figure H-1

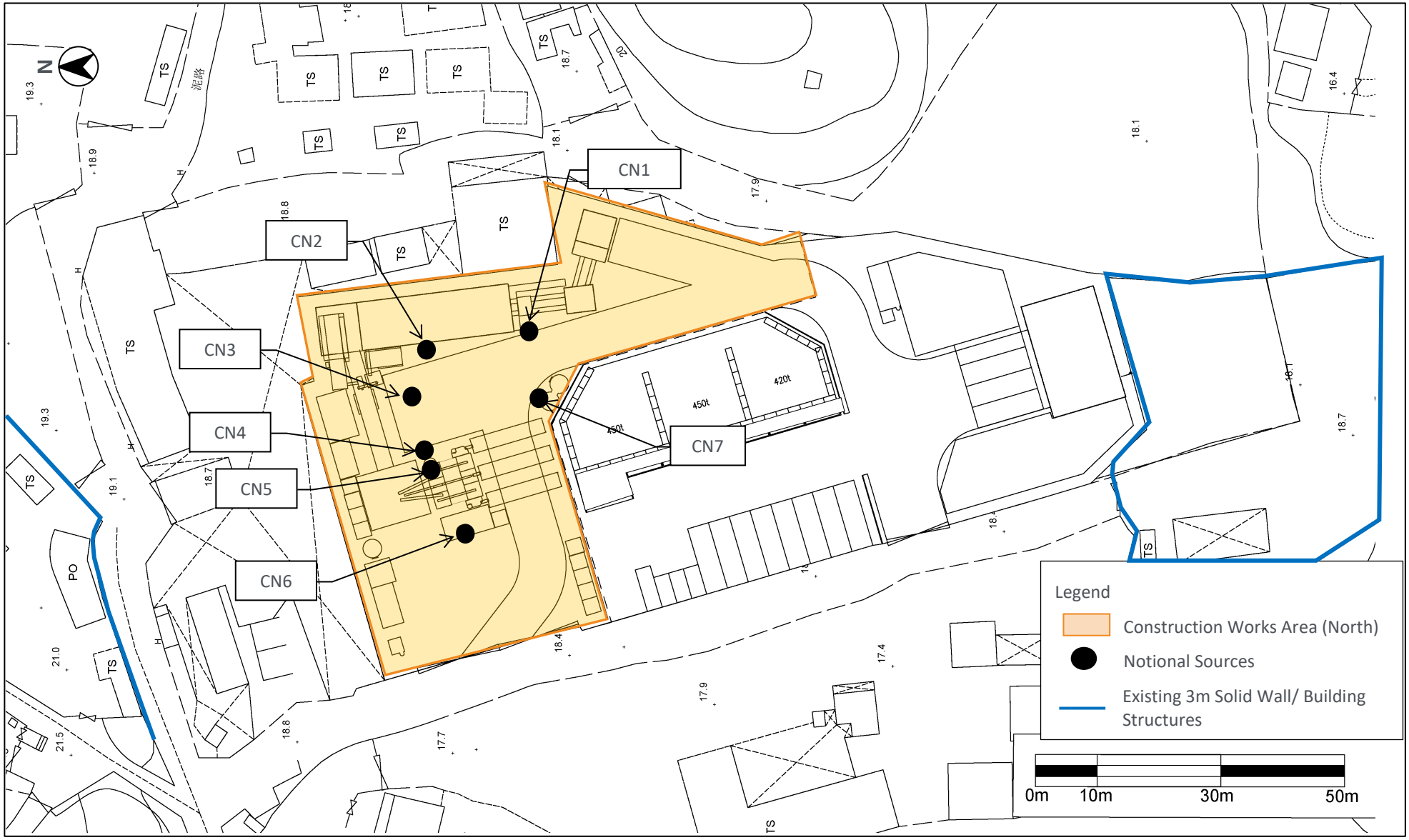

N
CN1
CN2
CN3
CN4
CN5
CN6
CN7
450t
420t
Legend
Construction Works Area (North)
Notional Sources
Existing 3m Solid Wall/ Building Structures
0m
10m
30m
50m

Figure H-2

N
CN1
CN2
CN3
CN4
CN5
CN6
CN7
Legend
Construction Works Area (South)
Notional Sources
Existing 3m Solid Wall/ Building Structures
0m
10m
30m
50m

Figure H-3

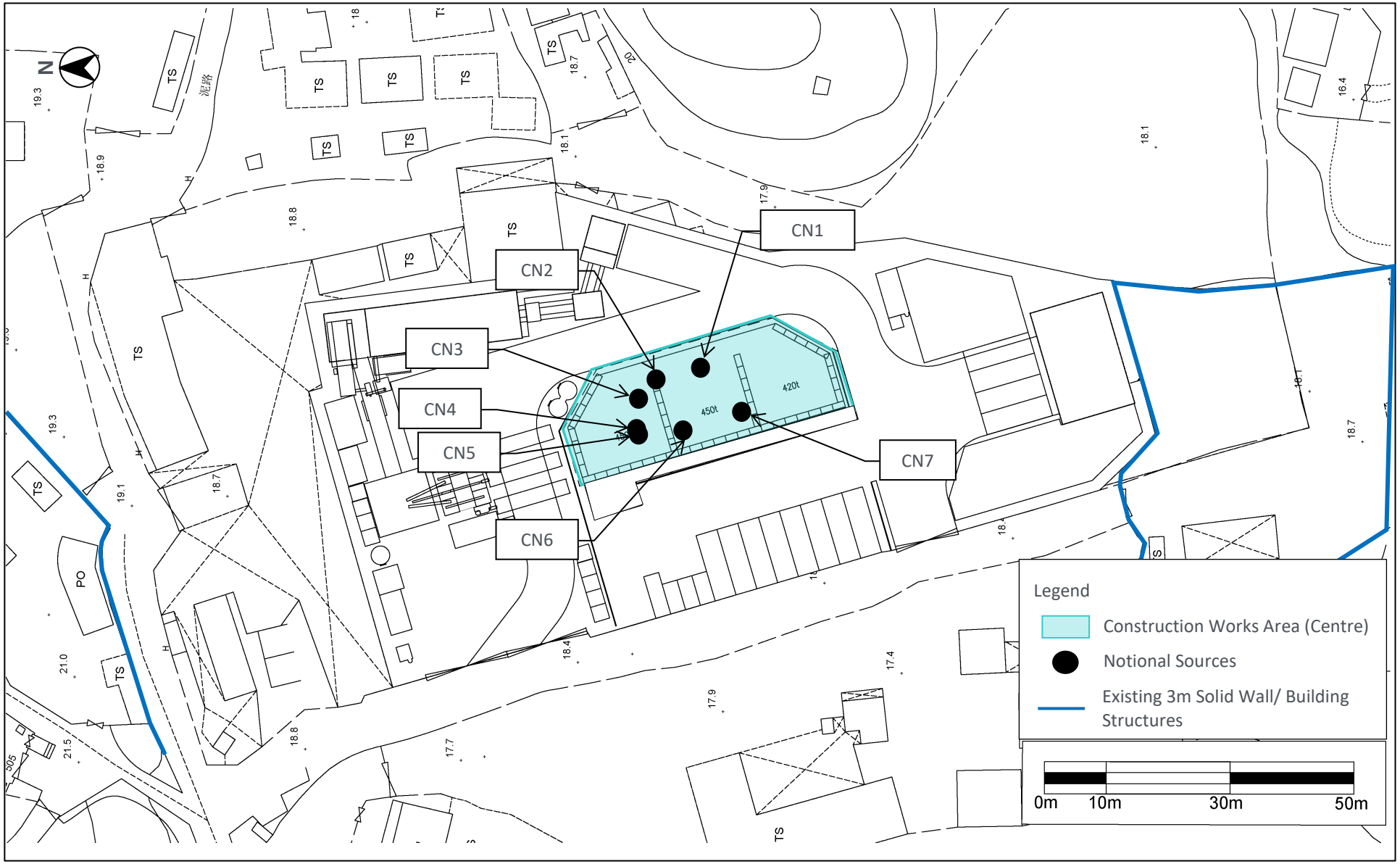
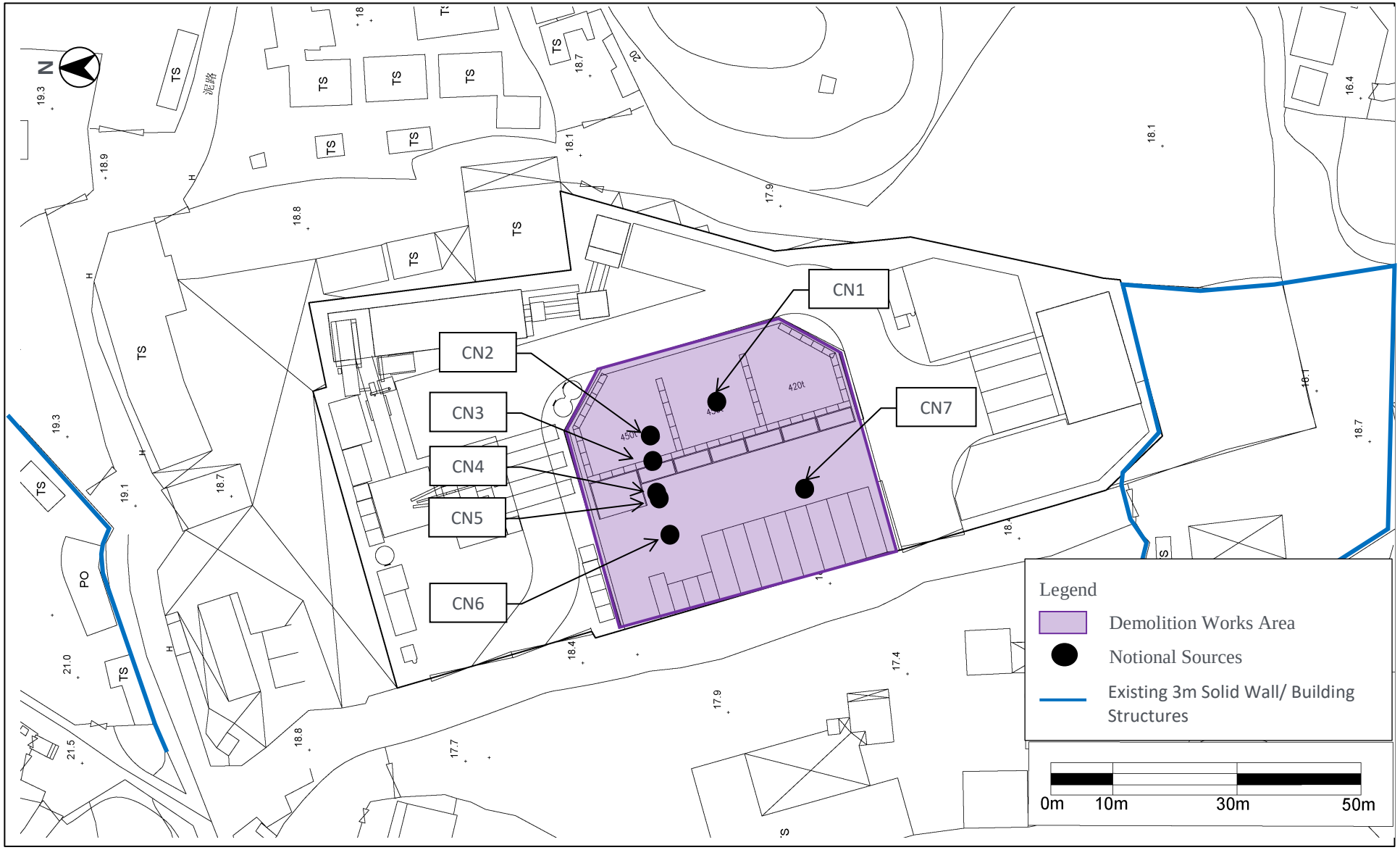
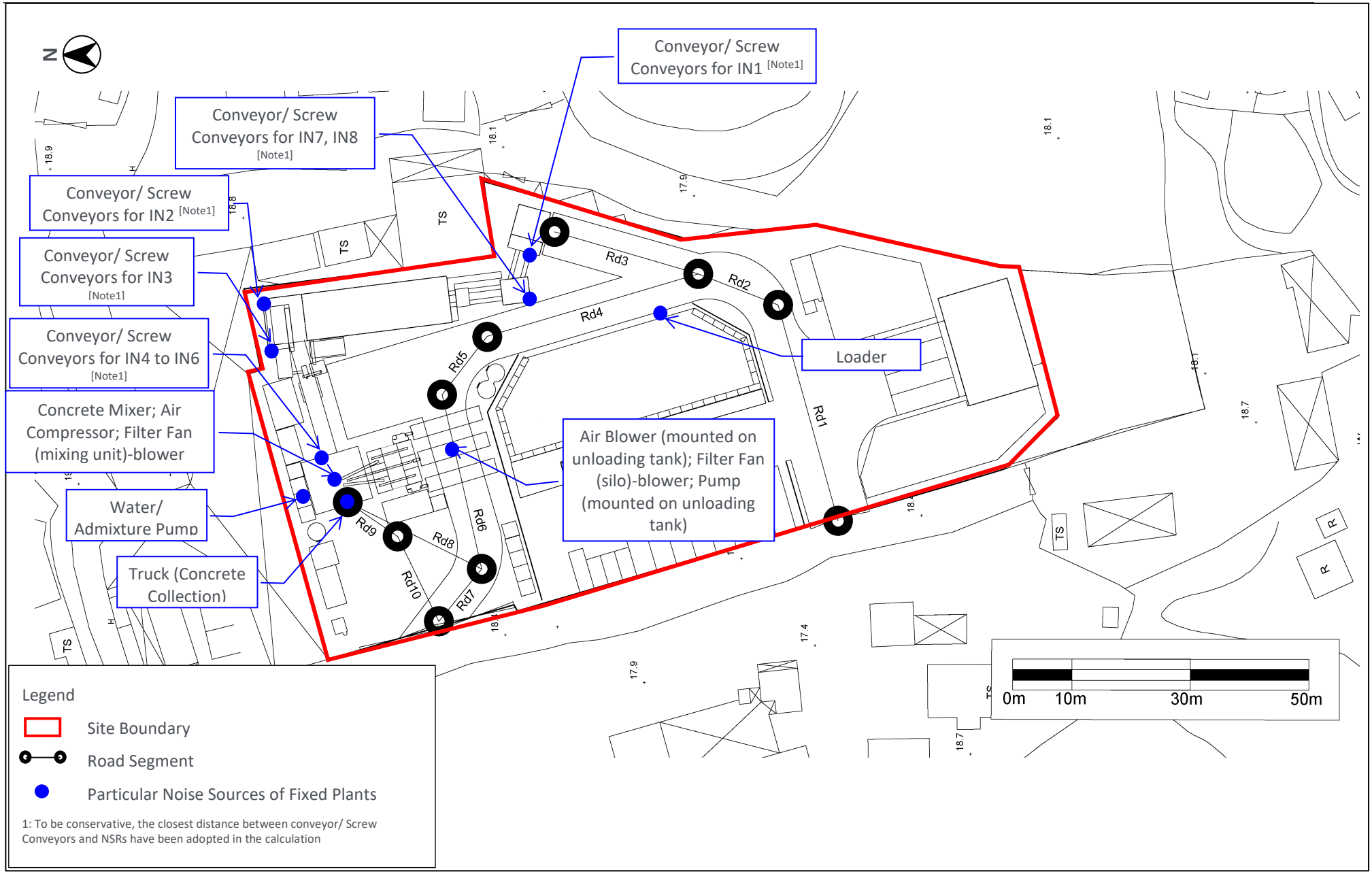

N
CN1
CN2
CN3
CN4
CN5
CN6
CN7
450t
420t
Legend
Construction Works Area (Centre)
Notional Sources
Existing 3m Solid Wall/ Building Structures
0m
10m
30m
50m

Figure H-4


N
CN1
CN2
CN3
CN4
CN5
CN6
CN7
Legend
Demolition Works Area
Notional Sources
Existing 3m Solid Wall/ Building Structures
0m
10m
30m
50m

Appendix I LOCATION OF FIXED NOISE SOURCES AND HAUL ROAD


N
Conveyor/ Screw Conveyors for IN1 [Note1]
Conveyor/ Screw Conveyors for IN7, IN8 [Note1]
Conveyor/ Screw Conveyors for IN2 [Note1]
Conveyor/ Screw Conveyors for IN3 [Note1]
Conveyor/ Screw Conveyors for IN4 to IN6 [Note1]
Concrete Mixer; Air Compressor; Filter Fan (mixing unit)-blower
Water/ Admixture Pump
Truck (Concrete Collection)
Air Blower (mounted on unloading tank); Filter Fan (silo)-blower; Pump (mounted on unloading tank)
Loader
Rd1
Rd2
Rd3
Rd4
Rd5
Rd6
Rd7
Rd8
Rd9
Rd10
TS
0m
10m
30m
50m
Legend
Site Boundary
Road Segment
Particular Noise Sources of Fixed Plants
1: To be conservative, the closest distance between conveyor/ Screw Conveyors and NSRs have been adopted in the calculation

Appendix J RESULT OF DEMOLITION NOISE IMPACT ASSESSMENT

CN1

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	96.5	50%	0	-47.7	-3	0	3	64.3
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	96.5	50%	0	-47.7	-3	0	3	57.3
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	96.5	50%	0	-47.7	-3	0	3	74.3
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	96.5	50%	0	-47.7	-3	0	3	60.3
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	96.5	100%	0	-47.7	0	0	3	55.3
										Total	75

CN2

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	110.2	50%	0	-48.8	-3	0	3	63.2
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	110.2	50%	0	-48.8	-3	0	3	56.2
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	110.2	50%	0	-48.8	-3	0	3	73.2
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	110.2	50%	0	-48.8	-3	0	3	59.2
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	110.2	100%	0	-48.8	0	0	3	54.2
										Total	74

CN3

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	105.3	50%	0	-48.4	-3	0	3	63.6
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	105.3	50%	0	-48.4	-3	0	3	56.6
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	105.3	50%	0	-48.4	-3	0	3	73.6
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	105.3	50%	0	-48.4	-3	0	3	59.6
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	105.3	100%	0	-48.4	0	0	3	54.6
										Total	74

CN4

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	125.8	50%	0	-50	-3	0	3	62.0
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	125.8	50%	0	-50	-3	0	3	55.0
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	125.8	50%	0	-50	-3	0	3	72.0
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	125.8	50%	0	-50	-3	0	3	58.0
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	125.8	100%	0	-50	0	0	3	53.0
										Total	73

CN5

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	89.5	50%	0	-47	-3	-5	3	60.0
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	89.5	50%	0	-47	-3	-5	3	53.0
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	89.5	50%	0	-47	-3	-5	3	70.0
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	89.5	50%	0	-47	-3	-5	3	56.0
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	89.5	100%	0	-47	0	-5	3	51.0
										Total	71

CN6

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	92.6	50%	0	-47.3	-3	0	3	64.7
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	92.6	50%	0	-47.3	-3	0	3	57.7
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	92.6	50%	0	-47.3	-3	0	3	74.7
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	92.6	50%	0	-47.3	-3	0	3	60.7
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	92.6	100%	0	-47.3	0	0	3	55.7
										Total	75

CN7

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	130.3	50%	0	-50.3	-3	-5	3	56.7
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	130.3	50%	0	-50.3	-3	-5	3	49.7
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	130.3	50%	0	-50.3	-3	-5	3	66.7
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	130.3	50%	0	-50.3	-3	-5	3	52.7
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	130.3	100%	0	-50.3	0	-5	3	47.7
										Total	67

Notes:

1. Predicted Noise Level (PNL) is in term of equivalent continuous sound pressure levels over 30 minute interval, $L_{eq(30min)}$.
2. "Other PME" is the "*Sound Power Levels of other Commonly used PME*" published by EPD which can be downloaded from
3. The existing solid wall and structures in font of CN5 and CN7 respectivly, due to no direct-line-of-sight to the Site, screening correction -5dB(A) is applied .
4.QPME (Crane, mobile) produced by the brand of Liebherr (model LTM 1100-4.2) will be adopted in the demolition phase, in order to reduce the SWL of the plant to 105dB(A). QPME code listed is for reference.

Appendix K RESULT OF CONSTRUCTION NOISE IMPACT ASSESSMENT

CN1

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	86.9	100%	0	-46.8	0	0	3	56.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	86.9	100%	0	-46.8	0	0	3	58.2
Concrete lorry mixer	CNP 044	109	1	86.9	50%	0	-46.8	-3	0	3	62.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	86.9	50%	0	-46.8	-3	0	3	65.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	86.9	50%	0	-46.8	-3	0	3	58.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	86.9	100%	0	-46.8	0	0	3	59.2
Cutter, circular, steel (electric)	Other PME 056	112	1	86.9	100%	0	-46.8	0	0	3	68.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	86.9	50%	0	-46.8	-3	0	3	65.2
										Total	72
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	97.8	100%	0	-47.8	0	0	3	55.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	97.8	100%	0	-47.8	0	0	3	57.2
Concrete lorry mixer	CNP 044	109	1	97.8	50%	0	-47.8	-3	0	3	61.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	97.8	50%	0	-47.8	-3	0	3	64.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	97.8	50%	0	-47.8	-3	0	3	57.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	97.8	100%	0	-47.8	0	0	3	58.2
Cutter, circular, steel (electric)	Other PME 056	112	1	97.8	100%	0	-47.8	0	0	3	67.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	97.8	50%	0	-47.8	-3	0	3	64.2
										Total	71
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	90.7	100%	0	-47.1	0	0	3	55.9
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	90.7	100%	0	-47.1	0	0	3	57.9
Concrete lorry mixer	CNP 044	109	1	90.7	50%	0	-47.1	-3	0	3	61.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	90.7	50%	0	-47.1	-3	0	3	64.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	90.7	50%	0	-47.1	-3	0	3	57.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	90.7	100%	0	-47.1	0	0	3	58.9
Cutter, circular, steel (electric)	Other PME 056	112	1	90.7	100%	0	-47.1	0	0	3	67.9
Excavator/loader, wheeled/tracked	CNP 081	112	1	90.7	50%	0	-47.1	-3	0	3	64.9
										Total	72
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	86.9	100%	0	-46.8	0	0	3	56.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	86.9	100%	0	-46.8	0	0	3	58.2
Concrete lorry mixer	CNP 044	109	1	86.9	50%	0	-46.8	-3	0	3	62.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	86.9	50%	0	-46.8	-3	0	3	65.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	86.9	50%	0	-46.8	-3	0	3	58.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	86.9	100%	0	-46.8	0	0	3	59.2
Cutter, circular, steel (electric)	Other PME 056	112	1	86.9	100%	0	-46.8	0	0	3	68.2
										Total	72
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	97.8	100%	0	-47.8	0	0	3	55.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	97.8	100%	0	-47.8	0	0	3	57.2
Concrete lorry mixer	CNP 044	109	1	97.8	50%	0	-47.8	-3	0	3	61.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	97.8	50%	0	-47.8	-3	0	3	64.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	97.8	50%	0	-47.8	-3	0	3	57.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	97.8	100%	0	-47.8	0	0	3	58.2
Cutter, circular, steel (electric)	Other PME 056	112	1	97.8	100%	0	-47.8	0	0	3	67.2
										Total	71
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	90.7	100%	0	-47.1	0	0	3	55.9
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	90.7	100%	0	-47.1	0	0	3	57.9
Concrete lorry mixer	CNP 044	109	1	90.7	50%	0	-47.1	-3	0	3	61.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	90.7	50%	0	-47.1	-3	0	3	64.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	90.7	50%	0	-47.1	-3	0	3	57.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	90.7	100%	0	-47.1	0	0	3	58.9
Cutter, circular, steel (electric)	Other PME 056	112	1	90.7	100%	0	-47.1	0	0	3	67.9
										Total	71

CN2

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	73.2	100%	0	-45.3	0	0	3	57.7
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	73.2	100%	0	-45.3	0	0	3	59.7
Concrete lorry mixer	CNP 044	109	1	73.2	50%	0	-45.3	-3	0	3	63.7
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	73.2	50%	0	-45.3	-3	0	3	66.7
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	73.2	50%	0	-45.3	-3	0	3	59.7
Drill, percussive, hand-held (electric)	CNP 064	103	1	73.2	100%	0	-45.3	0	0	3	60.7
Cutter, circular, steel (electric)	Other PME 056	112	1	73.2	100%	0	-45.3	0	0	3	69.7
Excavator/loader, wheeled/tracked	CNP 081	112	1	73.2	50%	0	-45.3	-3	0	3	66.7
										Total	74
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	150.7	100%	0	-51.5	0	0	3	51.5
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	150.7	100%	0	-51.5	0	0	3	53.5
Concrete lorry mixer	CNP 044	109	1	150.7	50%	0	-51.5	-3	0	3	57.5
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	150.7	50%	0	-51.5	-3	0	3	60.5
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	150.7	50%	0	-51.5	-3	0	3	53.5
Drill, percussive, hand-held (electric)	CNP 064	103	1	150.7	100%	0	-51.5	0	0	3	54.5
Cutter, circular, steel (electric)	Other PME 056	112	1	150.7	100%	0	-51.5	0	0	3	63.5
Excavator/loader, wheeled/tracked	CNP 081	112	1	150.7	50%	0	-51.5	-3	0	3	60.5
										Total	68
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	108.1	100%	0	-48.7	0	0	3	54.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	108.1	100%	0	-48.7	0	0	3	56.3
Concrete lorry mixer	CNP 044	109	1	108.1	50%	0	-48.7	-3	0	3	60.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	108.1	50%	0	-48.7	-3	0	3	63.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	108.1	50%	0	-48.7	-3	0	3	56.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	108.1	100%	0	-48.7	0	0	3	57.3
Cutter, circular, steel (electric)	Other PME 056	112	1	108.1	100%	0	-48.7	0	0	3	66.3
Excavator/loader, wheeled/tracked	CNP 081	112	1	108.1	50%	0	-48.7	-3	0	3	63.3
										Total	71
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	73.2	100%	0	-45.3	0	0	3	57.7
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	73.2	100%	0	-45.3	0	0	3	59.7
Concrete lorry mixer	CNP 044	109	1	73.2	50%	0	-45.3	-3	0	3	63.7
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	73.2	50%	0	-45.3	-3	0	3	66.7
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	73.2	50%	0	-45.3	-3	0	3	59.7
Drill, percussive, hand-held (electric)	CNP 064	103	1	73.2	100%	0	-45.3	0	0	3	60.7
Cutter, circular, steel (electric)	Other PME 056	112	1	73.2	100%	0	-45.3	0	0	3	69.7
										Total	73
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	150.7	100%	0	-51.5	0	0	3	51.5
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	150.7	100%	0	-51.5	0	0	3	53.5
Concrete lorry mixer	CNP 044	109	1	150.7	50%	0	-51.5	-3	0	3	57.5
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	150.7	50%	0	-51.5	-3	0	3	60.5
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	150.7	50%	0	-51.5	-3	0	3	53.5
Drill, percussive, hand-held (electric)	CNP 064	103	1	150.7	100%	0	-51.5	0	0	3	54.5
Cutter, circular, steel (electric)	Other PME 056	112	1	150.7	100%	0	-51.5	0	0	3	63.5
										Total	67
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	108.1	100%	0	-48.7	0	0	3	54.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	108.1	100%	0	-48.7	0	0	3	56.3
Concrete lorry mixer	CNP 044	109	1	108.1	50%	0	-48.7	-3	0	3	60.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	108.1	50%	0	-48.7	-3	0	3	63.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	108.1	50%	0	-48.7	-3	0	3	56.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	108.1	100%	0	-48.7	0	0	3	57.3
Cutter, circular, steel (electric)	Other PME 056	112	1	108.1	100%	0	-48.7	0	0	3	66.3
										Total	70

CN3

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	68.4	100%	0	-44.7	0	0	3	58.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	68.4	100%	0	-44.7	0	0	3	60.3
Concrete lorry mixer	CNP 044	109	1	68.4	50%	0	-44.7	-3	0	3	64.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	68.4	50%	0	-44.7	-3	0	3	67.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	68.4	50%	0	-44.7	-3	0	3	60.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	68.4	100%	0	-44.7	0	0	3	61.3
Cutter, circular, steel (electric)	Other PME 056	112	1	68.4	100%	0	-44.7	0	0	3	70.3
Excavator/loader, wheeled/tracked	CNP 081	112	1	68.4	50%	0	-44.7	-3	0	3	67.3
										Total	75
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	152.5	100%	0	-51.6	0	0	3	51.4
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	152.5	100%	0	-51.6	0	0	3	53.4
Concrete lorry mixer	CNP 044	109	1	152.5	50%	0	-51.6	-3	0	3	57.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	152.5	50%	0	-51.6	-3	0	3	60.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	152.5	50%	0	-51.6	-3	0	3	53.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	152.5	100%	0	-51.6	0	0	3	54.4
Cutter, circular, steel (electric)	Other PME 056	112	1	152.5	100%	0	-51.6	0	0	3	63.4
Excavator/loader, wheeled/tracked	CNP 081	112	1	152.5	50%	0	-51.6	-3	0	3	60.4
										Total	68
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	104.2	100%	0	-48.3	0	0	3	54.7
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	104.2	100%	0	-48.3	0	0	3	56.7
Concrete lorry mixer	CNP 044	109	1	104.2	50%	0	-48.3	-3	0	3	60.7
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	104.2	50%	0	-48.3	-3	0	3	63.7
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	104.2	50%	0	-48.3	-3	0	3	56.7
Drill, percussive, hand-held (electric)	CNP 064	103	1	104.2	100%	0	-48.3	0	0	3	57.7
Cutter, circular, steel (electric)	Other PME 056	112	1	104.2	100%	0	-48.3	0	0	3	66.7
Excavator/loader, wheeled/tracked	CNP 081	112	1	104.2	50%	0	-48.3	-3	0	3	63.7
										Total	71
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	68.4	100%	0	-44.7	0	0	3	58.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	68.4	100%	0	-44.7	0	0	3	60.3
Concrete lorry mixer	CNP 044	109	1	68.4	50%	0	-44.7	-3	0	3	64.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	68.4	50%	0	-44.7	-3	0	3	67.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	68.4	50%	0	-44.7	-3	0	3	60.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	68.4	100%	0	-44.7	0	0	3	61.3
Cutter, circular, steel (electric)	Other PME 056	112	1	68.4	100%	0	-44.7	0	0	3	70.3
										Total	74
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	152.5	100%	0	-51.6	0	0	3	51.4
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	152.5	100%	0	-51.6	0	0	3	53.4
Concrete lorry mixer	CNP 044	109	1	152.5	50%	0	-51.6	-3	0	3	57.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	152.5	50%	0	-51.6	-3	0	3	60.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	152.5	50%	0	-51.6	-3	0	3	53.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	152.5	100%	0	-51.6	0	0	3	54.4
Cutter, circular, steel (electric)	Other PME 056	112	1	152.5	100%	0	-51.6	0	0	3	63.4
										Total	67
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	104.2	100%	0	-48.3	0	0	3	54.7
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	104.2	100%	0	-48.3	0	0	3	56.7
Concrete lorry mixer	CNP 044	109	1	104.2	50%	0	-48.3	-3	0	3	60.7
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	104.2	50%	0	-48.3	-3	0	3	63.7
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	104.2	50%	0	-48.3	-3	0	3	56.7
Drill, percussive, hand-held (electric)	CNP 064	103	1	104.2	100%	0	-48.3	0	0	3	57.7
Cutter, circular, steel (electric)	Other PME 056	112	1	104.2	100%	0	-48.3	0	0	3	66.7
										Total	70

CN4

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	96.9	100%	0	-47.7	0	0	3	55.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	96.9	100%	0	-47.7	0	0	3	57.3
Concrete lorry mixer	CNP 044	109	1	96.9	50%	0	-47.7	-3	0	3	61.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	96.9	50%	0	-47.7	-3	0	3	64.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	96.9	50%	0	-47.7	-3	0	3	57.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	96.9	100%	0	-47.7	0	0	3	58.3
Cutter, circular, steel (electric)	Other PME 056	112	1	96.9	100%	0	-47.7	0	0	3	67.3
Excavator/loader, wheeled/tracked	CNP 081	112	1	96.9	50%	0	-47.7	-3	0	3	64.3
										Total	72
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	174.0	100%	0	-52.8	0	0	3	50.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	174.0	100%	0	-52.8	0	0	3	52.2
Concrete lorry mixer	CNP 044	109	1	174.0	50%	0	-52.8	-3	0	3	56.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	174.0	50%	0	-52.8	-3	0	3	59.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	174.0	50%	0	-52.8	-3	0	3	52.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	174.0	100%	0	-52.8	0	0	3	53.2
Cutter, circular, steel (electric)	Other PME 056	112	1	174.0	100%	0	-52.8	0	0	3	62.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	174.0	50%	0	-52.8	-3	0	3	59.2
										Total	66
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	127.5	100%	0	-50.1	0	0	3	52.9
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	127.5	100%	0	-50.1	0	0	3	54.9
Concrete lorry mixer	CNP 044	109	1	127.5	50%	0	-50.1	-3	0	3	58.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	127.5	50%	0	-50.1	-3	0	3	61.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	127.5	50%	0	-50.1	-3	0	3	54.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	127.5	100%	0	-50.1	0	0	3	55.9
Cutter, circular, steel (electric)	Other PME 056	112	1	127.5	100%	0	-50.1	0	0	3	64.9
Excavator/loader, wheeled/tracked	CNP 081	112	1	127.5	50%	0	-50.1	-3	0	3	61.9
										Total	69
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	96.9	100%	0	-47.7	0	0	3	55.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	96.9	100%	0	-47.7	0	0	3	57.3
Concrete lorry mixer	CNP 044	109	1	96.9	50%	0	-47.7	-3	0	3	61.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	96.9	50%	0	-47.7	-3	0	3	64.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	96.9	50%	0	-47.7	-3	0	3	57.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	96.9	100%	0	-47.7	0	0	3	58.3
Cutter, circular, steel (electric)	Other PME 056	112	1	96.9	100%	0	-47.7	0	0	3	67.3
										Total	71
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	174.0	100%	0	-52.8	0	0	3	50.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	174.0	100%	0	-52.8	0	0	3	52.2
Concrete lorry mixer	CNP 044	109	1	174.0	50%	0	-52.8	-3	0	3	56.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	174.0	50%	0	-52.8	-3	0	3	59.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	174.0	50%	0	-52.8	-3	0	3	52.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	174.0	100%	0	-52.8	0	0	3	53.2
Cutter, circular, steel (electric)	Other PME 056	112	1	174.0	100%	0	-52.8	0	0	3	62.2
										Total	66
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	127.5	100%	0	-50.1	0	0	3	52.9
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	127.5	100%	0	-50.1	0	0	3	54.9
Concrete lorry mixer	CNP 044	109	1	127.5	50%	0	-50.1	-3	0	3	58.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	127.5	50%	0	-50.1	-3	0	3	61.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	127.5	50%	0	-50.1	-3	0	3	54.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	127.5	100%	0	-50.1	0	0	3	55.9
Cutter, circular, steel (electric)	Other PME 056	112	1	127.5	100%	0	-50.1	0	0	3	64.9
										Total	68

CN5

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB (note3)	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	62.0	100%	0	-43.8	0	-5	3	54.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	62.0	100%	0	-43.8	0	-5	3	56.2
Concrete lorry mixer	CNP 044	109	1	62.0	50%	0	-43.8	-3	-5	3	60.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	62.0	50%	0	-43.8	-3	-5	3	63.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	62.0	50%	0	-43.8	-3	-5	3	56.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	62.0	100%	0	-43.8	0	-5	3	57.2
Cutter, circular, steel (electric)	Other PME 056	112	1	62.0	100%	0	-43.8	0	-5	3	66.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	62.0	50%	0	-43.8	-3	-5	3	63.2
										Total	70
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	137.6	100%	0	-50.8	0	-5	3	47.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	137.6	100%	0	-50.8	0	-5	3	49.2
Concrete lorry mixer	CNP 044	109	1	137.6	50%	0	-50.8	-3	-5	3	53.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	137.6	50%	0	-50.8	-3	-5	3	56.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	137.6	50%	0	-50.8	-3	-5	3	49.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	137.6	100%	0	-50.8	0	-5	3	50.2
Cutter, circular, steel (electric)	Other PME 056	112	1	137.6	100%	0	-50.8	0	-5	3	59.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	137.6	50%	0	-50.8	-3	-5	3	56.2
										Total	63
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	91.8	100%	0	-47.2	0	-5	3	50.8
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	91.8	100%	0	-47.2	0	-5	3	52.8
Concrete lorry mixer	CNP 044	109	1	91.8	50%	0	-47.2	-3	-5	3	56.8
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	91.8	50%	0	-47.2	-3	-5	3	59.8
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	91.8	50%	0	-47.2	-3	-5	3	52.8
Drill, percussive, hand-held (electric)	CNP 064	103	1	91.8	100%	0	-47.2	0	-5	3	53.8
Cutter, circular, steel (electric)	Other PME 056	112	1	91.8	100%	0	-47.2	0	-5	3	62.8
Excavator/loader, wheeled/tracked	CNP 081	112	1	91.8	50%	0	-47.2	-3	-5	3	59.8
										Total	67
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	62.0	100%	0	-43.8	0	-5	3	54.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	62.0	100%	0	-43.8	0	-5	3	56.2
Concrete lorry mixer	CNP 044	109	1	62.0	50%	0	-43.8	-3	-5	3	60.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	62.0	50%	0	-43.8	-3	-5	3	63.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	62.0	50%	0	-43.8	-3	-5	3	56.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	62.0	100%	0	-43.8	0	-5	3	57.2
Cutter, circular, steel (electric)	Other PME 056	112	1	62.0	100%	0	-43.8	0	-5	3	66.2
										Total	70
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	137.6	100%	0	-50.8	0	-5	3	47.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	137.6	100%	0	-50.8	0	-5	3	49.2
Concrete lorry mixer	CNP 044	109	1	137.6	50%	0	-50.8	-3	-5	3	53.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	137.6	50%	0	-50.8	-3	-5	3	56.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	137.6	50%	0	-50.8	-3	-5	3	49.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	137.6	100%	0	-50.8	0	-5	3	50.2
Cutter, circular, steel (electric)	Other PME 056	112	1	137.6	100%	0	-50.8	0	-5	3	59.2
										Total	63
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	91.8	100%	0	-47.2	0	-5	3	50.8
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	91.8	100%	0	-47.2	0	-5	3	52.8
Concrete lorry mixer	CNP 044	109	1	91.8	50%	0	-47.2	-3	-5	3	56.8
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	91.8	50%	0	-47.2	-3	-5	3	59.8
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	91.8	50%	0	-47.2	-3	-5	3	52.8
Drill, percussive, hand-held (electric)	CNP 064	103	1	91.8	100%	0	-47.2	0	-5	3	53.8
Cutter, circular, steel (electric)	Other PME 056	112	1	91.8	100%	0	-47.2	0	-5	3	62.8
										Total	66

CN6

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	76.5	100%	0	-45.7	0	0	3	57.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	76.5	100%	0	-45.7	0	0	3	59.3
Concrete lorry mixer	CNP 044	109	1	76.5	50%	0	-45.7	-3	0	3	63.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	76.5	50%	0	-45.7	-3	0	3	66.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	76.5	50%	0	-45.7	-3	0	3	59.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	76.5	100%	0	-45.7	0	0	3	60.3
Cutter, circular, steel (electric)	Other PME 056	112	1	76.5	100%	0	-45.7	0	0	3	69.3
Excavator/loader, wheeled/tracked	CNP 081	112	1	76.5	50%	0	-45.7	-3	0	3	66.3
										Total	74
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	135.2	100%	0	-50.6	0	0	3	52.4
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	135.2	100%	0	-50.6	0	0	3	54.4
Concrete lorry mixer	CNP 044	109	1	135.2	50%	0	-50.6	-3	0	3	58.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	135.2	50%	0	-50.6	-3	0	3	61.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	135.2	50%	0	-50.6	-3	0	3	54.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	135.2	100%	0	-50.6	0	0	3	55.4
Cutter, circular, steel (electric)	Other PME 056	112	1	135.2	100%	0	-50.6	0	0	3	64.4
Excavator/loader, wheeled/tracked	CNP 081	112	1	135.2	50%	0	-50.6	-3	0	3	61.4
										Total	69
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	107.7	100%	0	-48.6	0	0	3	54.4
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	107.7	100%	0	-48.6	0	0	3	56.4
Concrete lorry mixer	CNP 044	109	1	107.7	50%	0	-48.6	-3	0	3	60.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	107.7	50%	0	-48.6	-3	0	3	63.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	107.7	50%	0	-48.6	-3	0	3	56.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	107.7	100%	0	-48.6	0	0	3	57.4
Cutter, circular, steel (electric)	Other PME 056	112	1	107.7	100%	0	-48.6	0	0	3	66.4
Excavator/loader, wheeled/tracked	CNP 081	112	1	107.7	50%	0	-48.6	-3	0	3	63.4
										Total	71
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	76.5	100%	0	-45.7	0	0	3	57.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	76.5	100%	0	-45.7	0	0	3	59.3
Concrete lorry mixer	CNP 044	109	1	76.5	50%	0	-45.7	-3	0	3	63.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	76.5	50%	0	-45.7	-3	0	3	66.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	76.5	50%	0	-45.7	-3	0	3	59.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	76.5	100%	0	-45.7	0	0	3	60.3
Cutter, circular, steel (electric)	Other PME 056	112	1	76.5	100%	0	-45.7	0	0	3	69.3
										Total	73
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	135.2	100%	0	-50.6	0	0	3	52.4
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	135.2	100%	0	-50.6	0	0	3	54.4
Concrete lorry mixer	CNP 044	109	1	135.2	50%	0	-50.6	-3	0	3	58.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	135.2	50%	0	-50.6	-3	0	3	61.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	135.2	50%	0	-50.6	-3	0	3	54.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	135.2	100%	0	-50.6	0	0	3	55.4
Cutter, circular, steel (electric)	Other PME 056	112	1	135.2	100%	0	-50.6	0	0	3	64.4
										Total	68
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	107.7	100%	0	-48.6	0	0	3	54.4
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	107.7	100%	0	-48.6	0	0	3	56.4
Concrete lorry mixer	CNP 044	109	1	107.7	50%	0	-48.6	-3	0	3	60.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	107.7	50%	0	-48.6	-3	0	3	63.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	107.7	50%	0	-48.6	-3	0	3	56.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	107.7	100%	0	-48.6	0	0	3	57.4
Cutter, circular, steel (electric)	Other PME 056	112	1	107.7	100%	0	-48.6	0	0	3	66.4
										Total	70

CN7

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	173.6	100%	0	-52.8	0	-5	3	45.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	173.6	100%	0	-52.8	0	-5	3	47.2
Concrete lorry mixer	CNP 044	109	1	173.6	50%	0	-52.8	-3	-5	3	51.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	173.6	50%	0	-52.8	-3	-5	3	54.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	173.6	50%	0	-52.8	-3	-5	3	47.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	173.6	100%	0	-52.8	0	-5	3	48.2
Cutter, circular, steel (electric)	Other PME 056	112	1	173.6	100%	0	-52.8	0	-5	3	57.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	173.6	50%	0	-52.8	-3	-5	3	54.2
										Total	61
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	91.3	100%	0	-47.2	0	-5	3	50.8
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	91.3	100%	0	-47.2	0	-5	3	52.8
Concrete lorry mixer	CNP 044	109	1	91.3	50%	0	-47.2	-3	-5	3	56.8
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	91.3	50%	0	-47.2	-3	-5	3	59.8
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	91.3	50%	0	-47.2	-3	-5	3	52.8
Drill, percussive, hand-held (electric)	CNP 064	103	1	91.3	100%	0	-47.2	0	-5	3	53.8
Cutter, circular, steel (electric)	Other PME 056	112	1	91.3	100%	0	-47.2	0	-5	3	62.8
Excavator/loader, wheeled/tracked	CNP 081	112	1	91.3	50%	0	-47.2	-3	-5	3	59.8
										Total	67
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	142.9	100%	0	-51.1	0	-5	3	46.9
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	142.9	100%	0	-51.1	0	-5	3	48.9
Concrete lorry mixer	CNP 044	109	1	142.9	50%	0	-51.1	-3	-5	3	52.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	142.9	50%	0	-51.1	-3	-5	3	55.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	142.9	50%	0	-51.1	-3	-5	3	48.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	142.9	100%	0	-51.1	0	-5	3	49.9
Cutter, circular, steel (electric)	Other PME 056	112	1	142.9	100%	0	-51.1	0	-5	3	58.9
Excavator/loader, wheeled/tracked	CNP 081	112	1	142.9	50%	0	-51.1	-3	-5	3	55.9
										Total	63
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	173.6	100%	0	-52.8	0	-5	3	45.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	173.6	100%	0	-52.8	0	-5	3	47.2
Concrete lorry mixer	CNP 044	109	1	173.6	50%	0	-52.8	-3	-5	3	51.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	173.6	50%	0	-52.8	-3	-5	3	54.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	173.6	50%	0	-52.8	-3	-5	3	47.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	173.6	100%	0	-52.8	0	-5	3	48.2
Cutter, circular, steel (electric)	Other PME 056	112	1	173.6	100%	0	-52.8	0	-5	3	57.2
										Total	61
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	91.3	100%	0	-47.2	0	-5	3	50.8
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	91.3	100%	0	-47.2	0	-5	3	52.8
Concrete lorry mixer	CNP 044	109	1	91.3	50%	0	-47.2	-3	-5	3	56.8
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	91.3	50%	0	-47.2	-3	-5	3	59.8
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	91.3	50%	0	-47.2	-3	-5	3	52.8
Drill, percussive, hand-held (electric)	CNP 064	103	1	91.3	100%	0	-47.2	0	-5	3	53.8
Cutter, circular, steel (electric)	Other PME 056	112	1	91.3	100%	0	-47.2	0	-5	3	62.8
										Total	66
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	142.9	100%	0	-51.1	0	-5	3	46.9
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	142.9	100%	0	-51.1	0	-5	3	48.9
Concrete lorry mixer	CNP 044	109	1	142.9	50%	0	-51.1	-3	-5	3	52.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	142.9	50%	0	-51.1	-3	-5	3	55.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	142.9	50%	0	-51.1	-3	-5	3	48.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	142.9	100%	0	-51.1	0	-5	3	49.9
Cutter, circular, steel (electric)	Other PME 056	112	1	142.9	100%	0	-51.1	0	-5	3	58.9
										Total	62

Notes:

1. Predicted Noise Level (PNL) is in term of equivalent continuous sound pressure levels over 30 minute interval, $L_{eq(30min)}$.
2. "Other PME" is the "*Sound Power Levels of other Commonly used PME*" published by EPD which can be downloaded from
3. The existing solid wall and structures in font of CN5 and CN7 respectivly, due to no direct-line-of-sight to the Site, screening correction -5dB(A) is applied .

Appendix L RESULT OF INDUSTRIAL NOISE IMPACT ASSESSMENT

Result of Noise Impact Assessment (07:00 to 19:00) Scenario 1

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [2]	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	39.6	59	63
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	73.5	NA	NA	30	100.0%	0.0	-45.3	NA	NA	0	3	42.5		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	122.2	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	31.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	46.6		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	38.6		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	121.9	NA	NA	5	16.7%	-7.8	-49.7	NA	NA	0	3	52.3		
Loader			CNP081	112	1	NA	0	112.0	84.7	NA	NA	5	16.7%	-7.8	-46.5	NA	NA	-5	3	55.7		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	107.8	15	2.0	NA	N/A	NA	-20.3	-19.6	-11.8	-5	3	33.1		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	84.4	15	7.5	NA	N/A	NA	-19.3	-13.8	-11.8	-5	3	39.9		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	74.3	15	17.9	NA	N/A	NA	-18.7	-10	-11.8	-5	3	44.3		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	82.6	15	24.6	NA	N/A	NA	-19.2	-8.6	-11.8	-5	3	45.2		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	94.6	15	3.3	NA	N/A	NA	-19.8	-17.4	-11.8	-5	3	35.8		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	113.8	15	5.9	NA	N/A	NA	-20.6	-14.8	-11.8	-5	3	37.6		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	124.2	15	11.3	NA	N/A	NA	-20.9	-12	-11.8	-5	3	40.1		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	123.4	15	4.5	NA	N/A	NA	-20.9	-16	-11.8	-5	3	36.1		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	131.2	15	4.3	NA	N/A	NA	-21.2	-16.3	-11.8	-5	3	35.5		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	42.7	59	63
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	55.0	NA	NA	30	100.0%	0.0	-42.8	NA	NA	0	3	45.0		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	79.1	NA	NA	30	100.0%	0.0	-45.9	NA	NA	0	3	35.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	49.7		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	41.7		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	86.0	NA	NA	5	16.7%	-7.8	-46.7	NA	NA	0	3	55.3		
Loader			CNP081	112	1	NA	0	112.0	117.4	NA	NA	5	16.7%	-7.8	-49.4	NA	NA	-5	3	52.8		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	147.2	15	12.3	NA	N/A	NA	-21.7	-11.7	-11.8	-5	3	39.6		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	130.8	15	1.2	NA	N/A	NA	-21.2	-21.8	-11.8	-5	3	30.0		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	111.1	15	1.7	NA	N/A	NA	-20.5	-20.3	-11.8	-5	3	32.2		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	107.3	15	10.2	NA	N/A	NA	-20.3	-12.5	-11.8	-5	3	40.2		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	90.0	15	7.6	NA	N/A	NA	-19.5	-13.7	-11.8	-5	3	39.8		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	99.0	15	11.9	NA	N/A	NA	-20.0	-11.8	-11.8	-5	3	41.2		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	98.1	15	3.8	NA	N/A	NA	-19.9	-16.8	-11.8	-5	3	36.3		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	91.0	15	0.9	NA	N/A	NA	-19.6	-22.9	-11.8	-5	3	30.5		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	103.4	15	3.0	NA	N/A	NA	-20.1	-17.8	-11.8	-5	3	35.1		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	44.5	60	61
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	59.9	NA	NA	30	100.0%	0.0	-43.5	NA	NA	0	3	44.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	61.8	NA	NA	30	100.0%	0.0	-43.8	NA	NA	0	3	37.2		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	51.5		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	43.5		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	69.4	NA	NA	5	16.7%	-7.8	-44.8	NA	NA	0	3	57.2		
Loader			CNP081	112	1	NA	0	112.0	119.9	NA	NA	5	16.7%	-7.8	-49.6	NA	NA	-5	3	52.6		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	145.2	15	14.2	NA	N/A	NA	-21.6	-11	-11.8	-5	3	40.4		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	134.7	15	3.0	NA	N/A	NA	-21.3	-17.8	-11.8	-5	3	33.9		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	117.2	15	6.0	NA	N/A	NA	-20.7	-14.8	-11.8	-5	3	37.5		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	110.0	15	2.7	NA	N/A	NA	-20.4	-18.3	-11.8	-5	3	34.3		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	87.4	15	6.0	NA	N/A	NA	-19.4	-14.7	-11.8	-5	3	38.9		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	87.7	15	18.1	NA	N/A	NA	-19.4	-10	-11.8	-5	3	43.6		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	81.8	15	3.3	NA	N/A	NA	-19.1	-17.3	-11.8	-5	3	36.6		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	74.2	15	2.6	NA	N/A	NA	-18.7	-18.4	-11.8	-5	3	35.9		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	84.6	15	7.4	NA	N/A	NA	-19.3	-13.9	-11.8	-5	3	39.8		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN4

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	42.0	58	61
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	40.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	83.2	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	34.6		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	49.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	41.0		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	88.3	NA	NA	5	16.7%	-7.8	-46.9	NA	NA	0	3	55.1		
Loader			CNP081	112	1	NA	0	112.0	148.8	NA	NA	5	16.7%	-7.8	-51.4	NA	NA	-5	3	50.8		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	165.6	15	12.9	NA	N/A	NA	-22.2	-11.5	-11.8	-5	3	39.3		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	163.2	15	3.8	NA	N/A	NA	-22.1	-16.7	-11.8	-5	3	34.2		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	150.1	15	7.4	NA	N/A	NA	-21.8	-13.9	-11.8	-5	3	37.3		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	140.6	15	4.1	NA	N/A	NA	-21.5	-16.4	-11.8	-5	3	35.1		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	116.9	15	2.0	NA	N/A	NA	-20.7	-19.6	-11.8	-5	3	32.7		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	107.1	15	15.6	NA	N/A	NA	-20.3	-10.6	-11.8	-5	3	42.1		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	96.2	15	11.2	NA	N/A	NA	-19.8	-12.1	-11.8	-5	3	41.1		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	90.8	15	5.5	NA	N/A	NA	-19.6	-15.1	-11.8	-5	3	38.3		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	94.4	15	9.5	NA	N/A	NA	-19.7	-12.8	-11.8	-5	3	40.5		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN5

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion , dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	44.2	59	61
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	56.1	NA	NA	30	100.0%	0.0	-43.0	NA	NA	-2	3	42.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	49.4	NA	NA	30	100.0%	0.0	-41.9	NA	NA	-2	3	37.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	51.2		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	43.2		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	53.4	NA	NA	5	16.7%	-7.8	-42.5	NA	NA	-2	3	57.5		
Loader			CNP081	112	1	NA	0	112.0	113.8	NA	NA	5	16.7%	-7.8	-49.1	NA	NA	-10	3	48.1		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	129.2	15	16.4	NA	N/A	NA	-21.1	-10.4	-11.8	-10	3	36.5		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	128.0	15	5.2	NA	N/A	NA	-21.1	-15.4	-11.8	-10	3	31.5		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	116.2	15	10.3	NA	N/A	NA	-20.7	-12.4	-11.8	-10	3	34.9		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	106.3	15	7.5	NA	N/A	NA	-20.3	-13.8	-11.8	-10	3	33.9		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	83.1	15	1.6	NA	N/A	NA	-19.2	-20.5	-11.8	-10	3	28.3		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	71.4	15	22.7	NA	N/A	NA	-18.5	-9	-11.8	-10	3	40.5		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	60.1	15	19.2	NA	N/A	NA	-17.8	-9.7	-11.8	-10	3	40.5		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	55.2	15	9.6	NA	N/A	NA	-17.4	-12.7	-11.8	-10	3	37.9		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	57.8	15	15.5	NA	N/A	NA	-17.6	-10.7	-11.8	-10	3	39.7		

Notes:

1 A 10dB(A) noise reduction was applied, as NSR5 is 1 storey building, and was blocked by the existing soild wall, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, as an 3m height existing solid wall, 4m height proposed noise barrier was erected between IN5 and semi-enclosed fixed plants

Predicted Noise Level at IN6

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion , dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	43.0	59	61
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	83.3	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	41.4		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	77.0	NA	NA	30	100.0%	0.0	-45.7	NA	NA	0	3	35.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	50.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	42.0		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	75.9	NA	NA	5	16.7%	-7.8	-45.6	NA	NA	0	3	56.4		
Loader			CNP081	112	1	NA	0	112.0	126.2	NA	NA	5	16.7%	-7.8	-50.0	NA	NA	-5	3	52.2		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	130.2	15	14.6	NA	N/A	NA	-21.1	-10.9	-11.8	-5	3	41.0		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	137.6	15	5.8	NA	N/A	NA	-21.4	-14.9	-11.8	-5	3	36.7		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	132.4	15	10.6	NA	N/A	NA	-21.2	-12.3	-11.8	-5	3	39.5		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	122.0	15	12.4	NA	N/A	NA	-20.9	-11.6	-11.8	-5	3	40.5		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	103.6	15	2.0	NA	N/A	NA	-20.2	-19.6	-11.8	-5	3	33.2		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	85.6	15	12.6	NA	N/A	NA	-19.3	-11.6	-11.8	-5	3	42.1		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	74.1	15	19.3	NA	N/A	NA	-18.7	-9.7	-11.8	-5	3	44.6		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	74.3	15	7.5	NA	N/A	NA	-18.7	-13.8	-11.8	-5	3	40.5		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	67.7	15	10.5	NA	N/A	NA	-18.3	-12.3	-11.8	-5	3	42.4		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN7

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion , dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	33.3	50	50
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	169.0	NA	NA	30	100.0%	0.0	-52.5	NA	NA	-2	3	33.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	198.4	NA	NA	30	100.0%	0.0	-53.9	NA	NA	-2	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	32.3		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	190.9	NA	NA	5	16.7%	-7.8	-53.6	NA	NA	-2	3	46.4		
Loader			CNP081	112	1	NA	0	112.0	149.6	NA	NA	5	16.7%	-7.8	-51.5	NA	NA	-10	3	45.7		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	119.0	15	14.6	NA	N/A	NA	-20.8	-10.9	-11.8	-10	3	36.3		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	138.2	15	0.6	NA	N/A	NA	-21.4	-24.5	-11.8	-10	3	22.1		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	157.8	15	1.6	NA	N/A	NA	-22	-20.6	-11.8	-10	3	25.4		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	159.4	15	8.4	NA	N/A	NA	-22	-13.3	-11.8	-10	3	32.7		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	176.5	15	3.7	NA	N/A	NA	-22.5	-16.8	-11.8	-10	3	28.7		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	172.4	15	9.1	NA	N/A	NA	-22.4	-13	-11.8	-10	3	32.6		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	178.9	15	2.7	NA	N/A	NA	-22.5	-18.3	-11.8	-10	3	27.2		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	186.3	15	1.4	NA	N/A	NA	-22.7	-21.1	-11.8	-10	3	24.2		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	177.6	15	4.4	NA	N/A	NA	-22.5	-16.1	-11.8	-10	3	29.4		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN7 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, as a 4m height proposed noise barrier was erected between IN7 and semi-enclosed fixed plants

Predicted Noise Level at IN8

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion , dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	33.3	49	50
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	217.9	NA	NA	30	100.0%	0.0	-54.7	NA	NA	0	3	33.1		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	247.9	NA	NA	30	100.0%	0.0	-55.9	NA	NA	0	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	32.3		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	240.4	NA	NA	5	16.7%	-7.8	-55.6	NA	NA	0	3	46.4		
Loader			CNP081	112	1	NA	0	112.0	196.6	NA	NA	5	16.7%	-7.8	-53.9	NA	NA	-10	3	43.3		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	166.7	15	11.1	NA	N/A	NA	-22.2	-12.1	-11.8	-10	3	33.7		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	184.2	15	0.1	NA	N/A	NA	-22.7	-34.5	-11.8	-10	3	10.8		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	204.1	15	0.5	NA	N/A	NA	-23.1	-25.7	-11.8	-10	3	19.2		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	206.7	15	5.7	NA	N/A	NA	-23.2	-15	-11.8	-10	3	29.8		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	224.9	15	2.9	NA	N/A	NA	-23.5	-18	-11.8	-10	3	26.5		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	221.7	15	7.2	NA	N/A	NA	-23.5	-14	-11.8	-10	3	30.5		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	228.5	15	2.2	NA	N/A	NA	-23.6	-19.1	-11.8	-10	3	25.3		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	235.9	15	1.2	NA	N/A	NA	-23.7	-21.9	-11.8	-10	3	22.4		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	227.4	15	3.4	NA	N/A	NA	-23.6	-17.2	-11.8	-10	3	27.2		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN8 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

Result of Noise Impact Assessment (07:00 to 19:00) Scenario 2

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [2]	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	39.6	53	63
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	73.5	NA	NA	30	100.0%	0.0	-45.3	NA	NA	0	3	42.5		
Air Blower (mounted on unloading tank)		Stationary	Other PME	95	2	NA	0	98.0	108.4	NA	NA	30	100.0%	0.0	-48.7	NA	NA	-5	3	47.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	122.2	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	31.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	46.6		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	38.6		
Filter Fan (silo) - blower		Stationary	Other PME	95	2	Semi-enclosure	-10	88.0	108.4	NA	NA	30	100.0%	0.0	-48.7	NA	NA	0	3	42.3		
Pump (mounted on unloading tank)		Stationary	CNP 281	88	2	NA	0	91.0	108.4	NA	NA	30	100.0%	0.0	-48.7	NA	NA	-5	3	40.3		
Rd1	Aggregates Truck	Haul Road	Other PME	105	10	NA	NA	NA	107.8	15	2.0	NA	N/A	NA	-20.3	-19.6	-11.8	-5	3	28.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	107.8	15	2.0	NA	N/A	NA	-20.3	-19.6	-11.8	-5	3	28.3		
Rd2	Aggregates Truck	Haul Road	Other PME	105	10	NA	NA	NA	84.4	15	7.5	NA	N/A	NA	-19.3	-13.8	-11.8	-5	3	35.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	84.4	15	7.5	NA	N/A	NA	-19.3	-13.8	-11.8	-5	3	35.1		
Rd3	Aggregates Truck	Haul Road	Other PME	105	10	NA	NA	NA	74.3	15	17.9	NA	N/A	NA	-18.7	-10	-11.8	-5	3	39.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	74.3	15	17.9	NA	N/A	NA	-18.7	-10	-11.8	-5	3	39.5		
Rd4	Lorry	Haul Road	Other PME	105	10	NA	NA	NA	82.6	15	24.6	NA	N/A	NA	-19.2	-8.6	-11.8	-5	3	40.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	82.6	15	24.6	NA	N/A	NA	-19.2	-8.6	-11.8	-5	3	40.4		
Rd5	Lorry	Haul Road	Other PME	105	10	NA	NA	NA	94.6	15	3.3	NA	N/A	NA	-19.8	-17.4	-11.8	-5	3	31.0		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	94.6	15	3.3	NA	N/A	NA	-19.8	-17.4	-11.8	-5	3	31.0		
Rd6	Lorry	Haul Road	Other PME	105	10	NA	NA	NA	113.8	15	5.9	NA	N/A	NA	-20.6	-14.8	-11.8	-5	3	32.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	113.8	15	5.9	NA	N/A	NA	-20.6	-14.8	-11.8	-5	3	32.8		
Rd7	Lorry	Haul Road	Other PME	105	12	NA	NA	NA	132.6	15	2.5	NA	N/A	NA	-21.2	-18.5	-11.8	-5	3	29.3		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	42.7	55	63
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	55.0	NA	NA	30	100.0%	0.0	-42.8	NA	NA	0	3	45.0		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	95.0	NA	NA	30	100.0%	0.0	-47.5	NA	NA	-5	3	48.5		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	79.1	NA	NA	30	100.0%	0.0	-45.9	NA	NA	0	3	35.1		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	49.7		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	41.7		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	95.0	NA	NA	30	100.0%	0.0	-47.5	NA	NA	0	3	43.5		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	95.0	NA	NA	30	100.0%	0.0	-47.5	NA	NA	-5	3	41.5		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	137.8678625	158.1523366	37.50185182	0.21402076	105	10	NA	NA	NA	147.2	15	12.3	NA	N/A	NA	-21.7	-11.7	-11.8	-5	3	34.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	137.8678625	158.1523366	37.50185182	0.21402076	112	2	NA	NA	NA	147.2	15	12.3	NA	N/A	NA	-21.7	-11.7	-11.8	-5	3	34.8		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	123.6908934	137.8678625	14.43942275	0.020986563	105	10	NA	NA	NA	130.8	15	1.2	NA	N/A	NA	-21.2	-21.8	-11.8	-5	3	25.2		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	123.6908934	137.8678625	14.43942275	0.020986563	112	2	NA	NA	NA	130.8	15	1.2	NA	N/A	NA	-21.2	-21.8	-11.8	-5	3	25.2		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	98.63194388	123.6908934	25.26813089	0.029376516	105	10	NA	NA	NA	111.1	15	1.7	NA	N/A	NA	-20.5	-20.3	-11.8	-5	3	27.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	98.63194388	123.6908934	25.26813089	0.029376516	112	2	NA	NA	NA	111.1	15	1.7	NA	N/A	NA	-20.5	-20.3	-11.8	-5	3	27.4		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	91.69094109	123.6908934	37.17288639	0.177859382	105	10	NA	NA	NA	107.3	15	10.2	NA	N/A	NA	-20.3	-12.5	-11.8	-5	3	35.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	91.69094109	123.6908934	37.17288639	0.177859382	112	2	NA	NA	NA	107.3	15	10.2	NA	N/A	NA	-20.3	-12.5	-11.8	-5	3	35.4		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	88.63702834	91.69094109	12.37841814	0.13316153	105	10	NA	NA	NA	90.0	15	7.6	NA	N/A	NA	-19.5	-13.7	-11.8	-5	3	35.0		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	88.63702834	91.69094109	12.37841814	0.13316153	112	2	NA	NA	NA	90.0	15	7.6	NA	N/A	NA	-19.5	-13.7	-11.8	-5	3	35.0		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	110.3602499	88.63702834	29.9046541	0.208174418	105	10	NA	NA	NA	99.0	15	11.9	NA	N/A	NA	-20	-11.8	-11.8	-5	3	36.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	110.3602499	88.63702834	29.9046541	0.208174418	112	2	NA	NA	NA	99.0	15	11.9	NA	N/A	NA	-20.0	-11.8	-11.8	-5	3	36.4		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	110.8825356	110.3602499	11.35273793	0.102563538	105	12	NA	NA	NA	110.5	15	5.9	NA	N/A	NA	-20.4	-14.9	-11.8	-5	3	33.7		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	44.5	56	61
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	59.9	NA	NA	30	100.0%	0.0	-43.5	NA	NA	0	3	44.3		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	86.0	NA	NA	30	100.0%	0.0	-46.7	NA	NA	-5	3	49.3		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	61.8	NA	NA	30	100.0%	0.0	-43.8	NA	NA	0	3	37.2		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	51.5		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	43.5		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	86.0	NA	NA	30	100.0%	0.0	-46.7	NA	NA	0	3	44.3		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	86.0	NA	NA	30	100.0%	0.0	-46.7	NA	NA	-5	3	42.3		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	141.0641334	151.4833128	37.50185182	0.247071889	105	10	NA	NA	NA	145.2	15	14.2	NA	N/A	NA	-21.6	-11.0	-11.8	-5	3	35.6		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	141.0641334	151.4833128	37.50185182	0.247071889	112	2	NA	NA	NA	145.2	15	14.2	NA	N/A	NA	-21.6	-11	-11.8	-5	3	35.6		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	128.4720679	141.0641334	14.43942275	0.05249859	105	10	NA	NA	NA	134.7	15	3.0	NA	N/A	NA	-21.3	-17.8	-11.8	-5	3	29.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	128.4720679	141.0641334	14.43942275	0.05249859	112	2	NA	NA	NA	134.7	15	3.0	NA	N/A	NA	-21.3	-17.8	-11.8	-5	3	29.1		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	106.3083038	128.4720679	25.26813089	0.103879317	105	10	NA	NA	NA	117.2	15	6.0	NA	N/A	NA	-20.7	-14.8	-11.8	-5	3	32.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	106.3083038	128.4720679	25.26813089	0.103879317	112	2	NA	NA	NA	117.2	15	6.0	NA	N/A	NA	-20.7	-14.8	-11.8	-5	3	32.7		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	91.6444215	128.4720679	37.17288639	0.046586479	105	10	NA	NA	NA	110.0	15	2.7	NA	N/A	NA	-20.4	-18.3	-11.8	-5	3	29.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	91.6444215	128.4720679	37.17288639	0.046586479	112	2	NA	NA	NA	110.0	15	2.7	NA	N/A	NA	-20.4	-18.3	-11.8	-5	3	29.5		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	83.37448906	91.6444215	12.37841814	0.105418074	105	10	NA	NA	NA	87.4	15	6.0	NA	N/A	NA	-19.4	-14.7	-11.8	-5	3	34.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	83.37448906	91.6444215	12.37841814	0.105418074	112	2	NA	NA	NA	87.4	15	6.0	NA	N/A	NA	-19.4	-14.7	-11.8	-5	3	34.1		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	94.20270306	83.37448906	29.9046541	0.315849082	105	10	NA	NA	NA	87.7	15	18.1	NA	N/A	NA	-19.4	-10	-11.8	-5	3	38.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	94.20270306	83.37448906	29.9046541	0.315849082	112	2	NA	NA	NA	87.7	15	18.1	NA	N/A	NA	-19.4	-10	-11.8	-5	3	38.8		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	90.46287835	94.20270306	11.35273793	0.116180792	105	12	NA	NA	NA	92.2	15	6.7	NA	N/A	NA	-19.6	-14.3	-11.8	-5	3	35.1		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN4

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of Source		End Coordinates of Source		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	42.0	54	61
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	40.8		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	108.7	NA	NA	30	100.0%	0.0	-48.7	NA	NA	-5	3	47.3		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	83.2	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	34.6		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	49.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	41.0		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	108.7	NA	NA	30	100.0%	0.0	-48.7	NA	NA	0	3	42.3		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	108.7	NA	NA	30	100.0%	0.0	-48.7	NA	NA	-5	3	40.3		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.338	843275.039	834695.451	843285.151	834677.394	843280.095	168.041662	165.334453	37.5018518	0.224876182	105	10	NA	NA	NA	165.6	15	12.9	NA	N/A	NA	-22.2	-11.5	-11.8	-5	3	34.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.338	843275.039	834695.451	843285.151	834677.394	843280.095	168.041662	165.334453	37.5018518	0.224876182	112	2	NA	NA	NA	165.6	15	12.9	NA	N/A	NA	-22.2	-11.5	-11.8	-5	3	34.5		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.451	843285.151	834700.652	843298.621	834698.051	843291.886	158.60763	168.041662	14.4394227	0.066971078	105	10	NA	NA	NA	163.2	15	3.8	NA	N/A	NA	-22.1	-16.7	-11.8	-5	3	29.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.451	843285.151	834700.652	843298.621	834698.051	843291.886	158.60763	168.041662	14.4394227	0.066971078	112	2	NA	NA	NA	163.2	15	3.8	NA	N/A	NA	-22.1	-16.7	-11.8	-5	3	29.4		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.652	843298.621	834707.677	843322.893	834704.165	843310.757	142.283788	158.60763	25.2681309	0.128480335	105	10	NA	NA	NA	150.1	15	7.4	NA	N/A	NA	-21.8	-13.9	-11.8	-5	3	32.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.652	843298.621	834707.677	843322.893	834704.165	843310.757	142.283788	158.60763	25.2681309	0.128480335	112	2	NA	NA	NA	150.1	15	7.4	NA	N/A	NA	-21.8	-13.9	-11.8	-5	3	32.5		
Rd4	Lorry	Haul Road	Other PME	834700.652	843298.621	834690.208	843334.297	834695.43	843316.459	122.81204	158.60763	37.1728864	0.07184429	105	10	NA	NA	NA	140.6	15	4.1	NA	N/A	NA	-21.5	-16.4	-11.8	-5	3	30.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.652	843298.621	834690.208	843334.297	834695.43	843316.459	122.81204	158.60763	37.1728864	0.07184429	112	2	NA	NA	NA	140.6	15	4.1	NA	N/A	NA	-21.5	-16.4	-11.8	-5	3	30.3		
Rd5	Lorry	Haul Road	Other PME	834690.208	843334.297	834680.429	843341.886	834685.319	843338.091	111.107868	122.81204	12.3784181	0.034497642	105	10	NA	NA	NA	116.9	15	2.0	NA	N/A	NA	-20.7	-19.6	-11.8	-5	3	27.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.208	843334.297	834680.429	843341.886	834685.319	843338.091	111.107868	122.81204	12.3784181	0.034497642	112	2	NA	NA	NA	116.9	15	2.0	NA	N/A	NA	-20.7	-19.6	-11.8	-5	3	27.9		
Rd6	Lorry	Haul Road	Other PME	834680.429	843341.886	834651.282	843335.2	834665.855	843338.543	105.107586	111.107868	29.9046541	0.271935109	105	10	NA	NA	NA	107.1	15	15.6	NA	N/A	NA	-20.3	-10.6	-11.8	-5	3	37.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.429	843341.886	834651.282	843335.2	834665.855	843338.543	105.107586	111.107868	29.9046541	0.271935109	112	2	NA	NA	NA	107.1	15	15.6	NA	N/A	NA	-20.3	-10.6	-11.8	-5	3	37.3		
Rd7	Lorry	Haul Road	Other PME	834651.282	843335.2	834642.535	843342.438	834646.909	843338.819	95.8812797	105.107586	11.3527379	0.065907214	105	12	NA	NA	NA	100.4	15	3.8	NA	N/A	NA	-20.0	-16.8	-11.8	-5	3	32.2		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN5

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of Source		End Coordinates of Source		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	44.2	55	61
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	56.1	NA	NA	30	100.0%	0.0	-43.0	NA	NA	-2	3	42.8		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	73.6	NA	NA	30	100.0%	0.0	-45.3	NA	NA	-10	3	45.7		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	49.4	NA	NA	30	100.0%	0.0	-41.9	NA	NA	-2	3	37.1		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	51.2		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	43.2		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	73.6	NA	NA	30	100.0%	0.0	-45.3	NA	NA	-2	3	43.7		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	73.6	NA	NA	30	100.0%	0.0	-45.3	NA	NA	-10	3	38.7		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.338	843275.039	834695.451	843285.151	834677.394	843280.095	132.422328	128.72986	37.5018518	0.286818189	105	10	NA	NA	NA	129.2	15	16.4	NA	N/A	NA	-21.1	-10.4	-11.8	-10	3	31.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.338	843275.039	834695.451	843285.151	834677.394	843280.095	132.422328	128.72986	37.5018518	0.286818189	112	2	NA	NA	NA	129.2	15	16.4	NA	N/A	NA	-21.1	-10.4	-11.8	-10	3	31.7		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.451	843285.151	834700.652	843298.621	834698.051	843291.886	123.754444	132.422328	14.4394227	0.090241612	105	10	NA	NA	NA	128.0	15	5.2	NA	N/A	NA	-21.1	-15.4	-11.8	-10	3	26.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.451	843285.151	834700.652	843298.621	834698.051	843291.886	123.754444	132.422328	14.4394227	0.090241612	112	2	NA	NA	NA	128.0	15	5.2	NA	N/A	NA	-21.1	-15.4	-11.8	-10	3	26.7		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.652	843298.621	834707.677	843322.893	834704.165	843310.757	109.534354	123.754444	25.2681309	0.179640793	105	10	NA	NA	NA	116.2	15	10.3	NA	N/A	NA	-20.7	-12.4	-11.8	-10	3	30.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.652	843298.621	834707.677	843322.893	834704.165	843310.757	109.534354	123.754444	25.2681309	0.179640793	112	2	NA	NA	NA	116.2	15	10.3	NA	N/A	NA	-20.7	-12.4	-11.8	-10	3	30.1		
Rd4	Lorry	Haul Road	Other PME	834700.652	843298.621	834690.208	843334.297	834695.43	843316.459	89.2297808	123.754444	37.1728864	0.13122173	105	10	NA	NA	NA	106.3	15	7.5	NA	N/A	NA	-20.3	-13.8	-11.8	-10	3	29.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.652	843298.621	834690.208	843334.297	834695.43	843316.459	89.2297808	123.754444	37.1728864	0.13122173	112	2	NA	NA	NA	106.3	15	7.5	NA	N/A	NA	-20.3	-13.8	-11.8	-10	3	29.1		
Rd5	Lorry	Haul Road	Other PME	834690.208	843334.297	834680.429	843341.886	834685.319	843338.091	77.0713857	89.2297808	12.3784181	0.028019205	105	10	NA	NA	NA	83.1	15	1.6	NA	N/A	NA	-19.2	-20.5	-11.8	-10	3	23.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.208	843334.297	834680.429	843341.886	834685.319	843338.091	77.0713857	89.2297808	12.3784181	0.028019205	112	2	NA	NA	NA	83.1	15	1.6	NA	N/A	NA	-19.2	-20.5	-11.8	-10	3	23.5		
Rd6	Lorry	Haul Road	Other PME	834680.429	843341.886	834651.282	843335.2	834665.855	843338.543	68.5382098	77.0713857	29.9046541	0.396952787	105	10	NA	NA	NA	71.4	15	22.7	NA	N/A	NA	-18.5	-9	-11.8	-10	3	35.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.429	843341.886	834651.282	843335.2	834665.855	843338.543	68.5382098	77.0713857	29.9046541	0.396952787	112	2	NA	NA	NA	71.4	15	22.7	NA	N/A	NA	-18.5	-9	-11.8	-10	3	35.7		
Rd7	Lorry	Haul Road	Other PME	834651.282	843335.2	834642.535	843342.438	834646.909	843338.819	59.2902004	68.5382098	11.3527379	0.103341549	105	12	NA	NA	NA	63.8	15	5.9	NA	N/A	NA	-18.1	-14.8	-11.8	-10	3	31.1		

Notes:

1 A 10dB(A) noise reduction was applied, as NSR5 is 1 storey building, and was blocked by existing solid wall, thus, no line of sight to the entire proposed development as well as the haul road.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

3 A 2 dB(A) noise reduction was addopted as double diffraction, as an 3m height existing solid wall, 4m height proposed noise barrier was erected between IN5 and semi-enclosed fixed plants

Predicted Noise Level at IN6

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	43.0	55	61
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	83.3	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	41.4		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	90.4	NA	NA	30	100.0%	0.0	-47.1	NA	NA	-5	3	48.9		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	77.0	NA	NA	30	100.0%	0.0	-45.7	NA	NA	0	3	35.3		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	50.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	42.0		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	90.4	NA	NA	30	100.0%	0.0	-47.1	NA	NA	0	3	43.9		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	90.4	NA	NA	30	100.0%	0.0	-47.1	NA	NA	-5	3	41.9		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	139.7859363	122.66707	37.50185182	0.255504667	105	10	NA	NA	NA	130.2	15	14.6	NA	N/A	NA	-21.1	-10.9	-11.8	-5	3	36.2		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	139.7859363	122.66707	37.50185182	0.255504667	112	2	NA	NA	NA	130.2	15	14.6	NA	N/A	NA	-21.1	-10.9	-11.8	-5	3	36.2		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	135.7728868	139.7859363	14.43942275	0.100725459	105	10	NA	NA	NA	137.6	15	5.8	NA	N/A	NA	-21.4	-14.9	-11.8	-5	3	31.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	135.7728868	139.7859363	14.43942275	0.100725459	112	2	NA	NA	NA	137.6	15	5.8	NA	N/A	NA	-21.4	-14.9	-11.8	-5	3	31.9		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	130.1121663	135.7728868	25.26813089	0.185545186	105	10	NA	NA	NA	132.4	15	10.6	NA	N/A	NA	-21.2	-12.3	-11.8	-5	3	34.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	130.1121663	135.7728868	25.26813089	0.185545186	112	2	NA	NA	NA	132.4	15	10.6	NA	N/A	NA	-21.2	-12.3	-11.8	-5	3	34.7		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	109.5857731	135.7728868	37.17288639	0.216715252	105	10	NA	NA	NA	122.0	15	12.4	NA	N/A	NA	-20.9	-11.6	-11.8	-5	3	35.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	109.5857731	135.7728868	37.17288639	0.216715252	112	2	NA	NA	NA	122.0	15	12.4	NA	N/A	NA	-20.9	-11.6	-11.8	-5	3	35.7		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	97.73878915	109.5857731	12.37841814	0.034671403	105	10	NA	NA	NA	103.6	15	2.0	NA	N/A	NA	-20.2	-19.6	-11.8	-5	3	28.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	97.73878915	109.5857731	12.37841814	0.034671403	112	2	NA	NA	NA	103.6	15	2.0	NA	N/A	NA	-20.2	-19.6	-11.8	-5	3	28.4		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	74.40984226	97.73878915	29.9046541	0.219831705	105	10	NA	NA	NA	85.6	15	12.6	NA	N/A	NA	-19.3	-11.6	-11.8	-5	3	37.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	74.40984226	97.73878915	29.9046541	0.219831705	112	2	NA	NA	NA	85.6	15	12.6	NA	N/A	NA	-19.3	-11.6	-11.8	-5	3	37.3		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	63.15895539	74.40984226	11.35273793	0.022133393	105	12	NA	NA	NA	68.8	15	1.3	NA	N/A	NA	-18.4	-21.5	-11.8	-5	3	29.1		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN7

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	33.3	46	50
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	169.0	NA	NA	30	100.0%	0.0	-52.5	NA	NA	-2	3	33.3		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	174.5	NA	NA	30	100.0%	0.0	-52.8	NA	NA	-10	3	38.2		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	198.4	NA	NA	30	100.0%	0.0	-53.9	NA	NA	-2	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	32.3		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	174.5	NA	NA	30	100.0%	0.0	-52.8	NA	NA	-2	3	36.2		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	174.5	NA	NA	30	100.0%	0.0	-52.8	NA	NA	-2	3	39.2		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	130.9979806	108.8496517	37.50185182	0.254116719	105	10	NA	NA	NA	119.0	15	14.6	NA	N/A	NA	-20.8	-10.9	-11.8	-10	3	31.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	130.9979806	108.8496517	37.50185182	0.254116719	112	2	NA	NA	NA	119.0	15	14.6	NA	N/A	NA	-20.8	-10.9	-11.8	-10	3	31.5		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	145.3567531	130.9979806	14.43942275	0.011044288	105	10	NA	NA	NA	138.2	15	0.6	NA	N/A	NA	-21.4	-24.5	-11.8	-10	3	17.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	145.3567531	130.9979806	14.43942275	0.011044288	112	2	NA	NA	NA	138.2	15	0.6	NA	N/A	NA	-21.4	-24.5	-11.8	-10	3	17.3		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	170.2484345	145.3567531	25.26813089	0.02762396	105	10	NA	NA	NA	157.8	15	1.6	NA	N/A	NA	-22	-20.6	-11.8	-10	3	20.6		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	170.2484345	145.3567531	25.26813089	0.02762396	112	2	NA	NA	NA	157.8	15	1.6	NA	N/A	NA	-22	-20.6	-11.8	-10	3	20.6		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	174.3281567	145.3567531	37.17288639	0.146446552	105	10	NA	NA	NA	159.4	15	8.4	NA	N/A	NA	-22	-13.3	-11.8	-10	3	27.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	174.3281567	145.3567531	37.17288639	0.146446552	112	2	NA	NA	NA	159.4	15	8.4	NA	N/A	NA	-22	-13.3	-11.8	-10	3	27.9		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	178.809079	174.3281567	12.37841814	0.065367785	105	10	NA	NA	NA	176.5	15	3.7	NA	N/A	NA	-22.5	-16.8	-11.8	-10	3	23.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	178.809079	174.3281567	12.37841814	0.065367785	112	2	NA	NA	NA	176.5	15	3.7	NA	N/A	NA	-22.5	-16.8	-11.8	-10	3	23.9		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	167.0455924	178.809079	29.9046541	0.159250718	105	10	NA	NA	NA	172.4	15	9.1	NA	N/A	NA	-22.4	-13	-11.8	-10	3	27.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	167.0455924	178.809079	29.9046541	0.159250718	112	2	NA	NA	NA	172.4	15	9.1	NA	N/A	NA	-22.4	-13	-11.8	-10	3	27.8		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	173.6498972	167.0455924	11.35273793	0.054223932	105	12	NA	NA	NA	170.3	15	3.1	NA	N/A	NA	-22.3	-17.6	-11.8	-10	3	24.1		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN7 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

3 A 2 dB(A) noise reduction was addopted as double diffraction, as a 4m height proposed noise barrier was erected between IN7 and semi-enclosed fixed plants

Predicted Noise Level at IN8

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	33.3	45	50
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	217.9	NA	NA	30	100.0%	0.0	-54.7	NA	NA	0	3	33.1		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	223.6	NA	NA	30	100.0%	0.0	-55.0	NA	NA	-10	3	36.0		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	247.9	NA	NA	30	100.0%	0.0	-55.9	NA	NA	0	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	32.3		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	223.6	NA	NA	30	100.0%	0.0	-55.0	NA	NA	0	3	36.0		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	223.6	NA	NA	30	100.0%	0.0	-55.0	NA	NA	-10	3	29.0		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	177.0152588	157.9671075	37.50185182	0.193484871	105	10	NA	NA	NA	166.7	15	11.1	NA	N/A	NA	-22.2	-12.1	-11.8	-10	3	28.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	177.0152588	157.9671075	37.50185182	0.193484871	112	2	NA	NA	NA	166.7	15	11.1	NA	N/A	NA	-22.2	-12.1	-11.8	-10	3	28.9		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	191.4532204	177.0152588	14.43942275	0.001115817	105	10	NA	NA	NA	184.2	15	0.1	NA	N/A	NA	-22.7	-34.5	-11.8	-10	3	6.0		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	191.4532204	177.0152588	14.43942275	0.001115817	112	2	NA	NA	NA	184.2	15	0.1	NA	N/A	NA	-22.7	-34.5	-11.8	-10	3	6.0		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	216.6616535	191.4532204	25.26813089	0.008523205	105	10	NA	NA	NA	204.1	15	0.5	NA	N/A	NA	-23.1	-25.7	-11.8	-10	3	14.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	216.6616535	191.4532204	25.26813089	0.008523205	112	2	NA	NA	NA	204.1	15	0.5	NA	N/A	NA	-23.1	-25.7	-11.8	-10	3	14.4		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	222.3870398	191.4532204	37.17288639	0.099942325	105	10	NA	NA	NA	206.7	15	5.7	NA	N/A	NA	-23.2	-15	-11.8	-10	3	25.0		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	222.3870398	191.4532204	37.17288639	0.099942325	112	2	NA	NA	NA	206.7	15	5.7	NA	N/A	NA	-23.2	-15	-11.8	-10	3	25.0		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	227.5495584	222.3870398	12.37841814	0.050017752	105	10	NA	NA	NA	224.9	15	2.9	NA	N/A	NA	-23.5	-18	-11.8	-10	3	21.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	227.5495584	222.3870398	12.37841814	0.050017752	112	2	NA	NA	NA	224.9	15	2.9	NA	N/A	NA	-23.5	-18	-11.8	-10	3	21.7		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	216.783407	227.5495584	29.9046541	0.125698559	105	10	NA	NA	NA	221.7	15	7.2	NA	N/A	NA	-23.5	-14	-11.8	-10	3	25.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	216.783407	227.5495584	29.9046541	0.125698559	112	2	NA	NA	NA	221.7	15	7.2	NA	N/A	NA	-23.5	-14	-11.8	-10	3	25.7		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	223.4999812	216.783407	11.35273793	0.041584331	105	12	NA	NA	NA	220.1	15	2.4	NA	N/A	NA	-23.4	-18.8	-11.8	-10	3	21.8		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN8 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Result of Noise Impact Assessment (19:00 To 23:00)

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [2]	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	39.6	52	57
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	73.5	NA	NA	30	100.0%	0.0	-45.3	NA	NA	0	3	42.5		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	122.2	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	31.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	46.6		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	38.6		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	121.9	NA	NA	5	16.7%	-7.8	-49.7	NA	NA	0	3	47.5		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	107.8	15	2.0	NA	N/A	NA	-20.3	-19.6	-11.8	-5	3	28.3		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	84.4	15	7.5	NA	N/A	NA	-19.3	-13.8	-11.8	-5	3	35.1		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	74.3	15	17.9	NA	N/A	NA	-18.7	-10	-11.8	-5	3	39.5		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	82.6	15	24.6	NA	N/A	NA	-19.2	-8.6	-11.8	-5	3	40.4		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	94.6	15	3.3	NA	N/A	NA	-19.8	-17.4	-11.8	-5	3	31.0		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	113.8	15	5.9	NA	N/A	NA	-20.6	-14.8	-11.8	-5	3	32.8		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	124.2	15	11.3	NA	N/A	NA	-20.9	-12	-11.8	-5	3	35.3		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	123.4	15	4.5	NA	N/A	NA	-20.9	-16	-11.8	-5	3	31.3		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	131.2	15	4.3	NA	N/A	NA	-21.2	-16.3	-11.8	-5	3	30.7		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	42.7	55	57
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	55.0	NA	NA	30	100.0%	0.0	-42.8	NA	NA	0	3	45.0		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	79.1	NA	NA	30	100.0%	0.0	-45.9	NA	NA	0	3	35.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	49.7		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	41.7		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	86.0	NA	NA	5	16.7%	-7.8	-46.7	NA	NA	0	3	50.5		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	147.2	15	12.3	NA	N/A	NA	-21.7	-11.7	-11.8	-5	3	34.8		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	130.8	15	1.2	NA	N/A	NA	-21.2	-21.8	-11.8	-5	3	25.2		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	111.1	15	1.7	NA	N/A	NA	-20.5	-20.3	-11.8	-5	3	27.4		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	107.3	15	10.2	NA	N/A	NA	-20.3	-12.5	-11.8	-5	3	35.4		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	90.0	15	7.6	NA	N/A	NA	-19.5	-13.7	-11.8	-5	3	35.0		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	99.0	15	11.9	NA	N/A	NA	-20.0	-11.8	-11.8	-5	3	36.4		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	98.1	15	3.8	NA	N/A	NA	-19.9	-16.8	-11.8	-5	3	31.5		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	91.0	15	0.9	NA	N/A	NA	-19.6	-22.9	-11.8	-5	3	25.7		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	103.4	15	3.0	NA	N/A	NA	-20.1	-17.8	-11.8	-5	3	30.3		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	44.5	56	56
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	59.9	NA	NA	30	100.0%	0.0	-43.5	NA	NA	0	3	44.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	61.8	NA	NA	30	100.0%	0.0	-43.8	NA	NA	0	3	37.2		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	51.5		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	43.5		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	69.4	NA	NA	5	16.7%	-7.8	-44.8	NA	NA	0	3	52.4		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	145.2	15	14.2	NA	N/A	NA	-21.6	-11	-11.8	-5	3	35.6		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	134.7	15	3.0	NA	N/A	NA	-21.3	-17.8	-11.8	-5	3	29.1		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	117.2	15	6.0	NA	N/A	NA	-20.7	-14.8	-11.8	-5	3	32.7		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	110.0	15	2.7	NA	N/A	NA	-20.4	-18.3	-11.8	-5	3	29.5		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	87.4	15	6.0	NA	N/A	NA	-19.4	-14.7	-11.8	-5	3	34.1		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	87.7	15	18.1	NA	N/A	NA	-19.4	-10	-11.8	-5	3	38.8		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	81.8	15	3.3	NA	N/A	NA	-19.1	-17.3	-11.8	-5	3	31.8		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	74.2	15	2.6	NA	N/A	NA	-18.7	-18.4	-11.8	-5	3	31.1		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	84.6	15	7.4	NA	N/A	NA	-19.3	-13.9	-11.8	-5	3	35.0		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN4

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	42.0	54	56
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	40.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	83.2	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	34.6		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	49.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	41.0		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	88.3	NA	NA	5	16.7%	-7.8	-46.9	NA	NA	0	3	50.3		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	165.6	15	12.9	NA	N/A	NA	-22.2	-11.5	-11.8	-5	3	34.5		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	163.2	15	3.8	NA	N/A	NA	-22.1	-16.7	-11.8	-5	3	29.4		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	150.1	15	7.4	NA	N/A	NA	-21.8	-13.9	-11.8	-5	3	32.5		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	140.6	15	4.1	NA	N/A	NA	-21.5	-16.4	-11.8	-5	3	30.3		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	116.9	15	2.0	NA	N/A	NA	-20.7	-19.6	-11.8	-5	3	27.9		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	107.1	15	15.6	NA	N/A	NA	-20.3	-10.6	-11.8	-5	3	37.3		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	96.2	15	11.2	NA	N/A	NA	-19.8	-12.1	-11.8	-5	3	36.3		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	90.8	15	5.5	NA	N/A	NA	-19.6	-15.1	-11.8	-5	3	33.5		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	94.4	15	9.5	NA	N/A	NA	-19.7	-12.8	-11.8	-5	3	35.7		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN5

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	44.2	56	56
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	56.1	NA	NA	30	100.0%	0.0	-43.0	NA	NA	-2	3	42.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	49.4	NA	NA	30	100.0%	0.0	-41.9	NA	NA	-2	3	37.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	51.2		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	43.2		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	53.4	NA	NA	5	16.7%	-7.8	-42.5	NA	NA	-2	3	52.7		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	129.2	15	16.4	NA	N/A	NA	-21.1	-10.4	-11.8	-10	3	31.7		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	128.0	15	5.2	NA	N/A	NA	-21.1	-15.4	-11.8	-10	3	26.7		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	116.2	15	10.3	NA	N/A	NA	-20.7	-12.4	-11.8	-10	3	30.1		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	106.3	15	7.5	NA	N/A	NA	-20.3	-13.8	-11.8	-10	3	29.1		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	83.1	15	1.6	NA	N/A	NA	-19.2	-20.5	-11.8	-10	3	23.5		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	71.4	15	22.7	NA	N/A	NA	-18.5	-9	-11.8	-10	3	35.7		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	60.1	15	19.2	NA	N/A	NA	-17.8	-9.7	-11.8	-10	3	35.7		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	55.2	15	9.6	NA	N/A	NA	-17.4	-12.7	-11.8	-10	3	33.1		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	57.8	15	15.5	NA	N/A	NA	-17.6	-10.7	-11.8	-10	3	34.9		

Notes:

1 A 10dB(A) noise reduction was applied, as NSR5 is 1 storey building, and was blocked by existing solid wall, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, as an 3m height existing solid wall, 4m height proposed noise barrier was erected between IN5 and semi-enclosed fixed plants

Predicted Noise Level at IN6

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	43.0	55	56
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	83.3	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	41.4		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	77.0	NA	NA	30	100.0%	0.0	-45.7	NA	NA	0	3	35.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	50.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	42.0		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	75.9	NA	NA	5	16.7%	-7.8	-45.6	NA	NA	0	3	51.6		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	130.2	15	14.6	NA	N/A	NA	-21.1	-10.9	-11.8	-5	3	36.2		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	137.6	15	5.8	NA	N/A	NA	-21.4	-14.9	-11.8	-5	3	31.9		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	132.4	15	10.6	NA	N/A	NA	-21.2	-12.3	-11.8	-5	3	34.7		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	122.0	15	12.4	NA	N/A	NA	-20.9	-11.6	-11.8	-5	3	35.7		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	103.6	15	2.0	NA	N/A	NA	-20.2	-19.6	-11.8	-5	3	28.4		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	85.6	15	12.6	NA	N/A	NA	-19.3	-11.6	-11.8	-5	3	37.3		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	74.1	15	19.3	NA	N/A	NA	-18.7	-9.7	-11.8	-5	3	39.8		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	74.3	15	7.5	NA	N/A	NA	-18.7	-13.8	-11.8	-5	3	35.7		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	67.7	15	10.5	NA	N/A	NA	-18.3	-12.3	-11.8	-5	3	37.6		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN7

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	33.3	45	48
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	169.0	NA	NA	30	100.0%	0.0	-52.5	NA	NA	-2	3	33.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	198.4	NA	NA	30	100.0%	0.0	-53.9	NA	NA	-2	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	32.3		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	190.9	NA	NA	5	16.7%	-7.8	-53.6	NA	NA	-2	3	41.6		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	119.0	15	14.6	NA	N/A	NA	-20.8	-10.9	-11.8	-10	3	31.5		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	138.2	15	0.6	NA	N/A	NA	-21.4	-24.5	-11.8	-10	3	17.3		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	157.8	15	1.6	NA	N/A	NA	-22	-20.6	-11.8	-10	3	20.6		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	159.4	15	8.4	NA	N/A	NA	-22	-13.3	-11.8	-10	3	27.9		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	176.5	15	3.7	NA	N/A	NA	-22.5	-16.8	-11.8	-10	3	23.9		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	172.4	15	9.1	NA	N/A	NA	-22.4	-13	-11.8	-10	3	27.8		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	178.9	15	2.7	NA	N/A	NA	-22.5	-18.3	-11.8	-10	3	22.4		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	186.3	15	1.4	NA	N/A	NA	-22.7	-21.1	-11.8	-10	3	19.4		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	177.6	15	4.4	NA	N/A	NA	-22.5	-16.1	-11.8	-10	3	24.6		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN7 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, as a 4m height proposed noise barrier was erected between IN7 and semi-enclosed fixed plants

Predicted Noise Level at IN8

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	33.3	45	48
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	217.9	NA	NA	30	100.0%	0.0	-54.7	NA	NA	0	3	33.1		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	247.9	NA	NA	30	100.0%	0.0	-55.9	NA	NA	0	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	32.3		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	240.4	NA	NA	5	16.7%	-7.8	-55.6	NA	NA	0	3	41.6		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	166.7	15	11.1	NA	N/A	NA	-22.2	-12.1	-11.8	-10	3	28.9		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	184.2	15	0.1	NA	N/A	NA	-22.7	-34.5	-11.8	-10	3	6.0		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	204.1	15	0.5	NA	N/A	NA	-23.1	-25.7	-11.8	-10	3	14.4		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	206.7	15	5.7	NA	N/A	NA	-23.2	-15	-11.8	-10	3	25.0		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	224.9	15	2.9	NA	N/A	NA	-23.5	-18	-11.8	-10	3	21.7		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	221.7	15	7.2	NA	N/A	NA	-23.5	-14	-11.8	-10	3	25.7		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	228.5	15	2.2	NA	N/A	NA	-23.6	-19.1	-11.8	-10	3	20.5		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	235.9	15	1.2	NA	N/A	NA	-23.7	-21.9	-11.8	-10	3	17.6		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	227.4	15	3.4	NA	N/A	NA	-23.6	-17.2	-11.8	-10	3	22.4		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN8 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, a 4m height proposed noise barrier was erected between IN8 and semi-enclosed fixed plants

Appendix M RESULT OF BASIC NOISE LEVEL CALCULATION

2023 AM/

Location		Without					With					BNL without CBP	BNL with CBP	Contribution
		1 hr Flow	% HV	No. of HV	No. of LV	Speed	1 hr Flow	% HV	No. of HV	No. of LV	Speed			
		Q'	P'	q	q	V'	Q'	P'	q	q	V'			
C	Ping Yuen Road	309	43.4%	134.106	174.894	50.0	306	42.8%	130.968	175.032	50.0	71.6	71.5	-0.1
E	Ping Che Road	649	51.6%	334.884	314.116	50.0	646	51.4%	332.044	313.956	50.0	75.4	75.4	0.0
L	Unnamed Road	125	59.2%	74	51	50.0	122	58.2%	71.004	50.996	50.0	68.8	68.6	-0.2
O	Unnamed Road	8	50.0%	4	4	50.0	5	20.0%	1	4	50.0	56.2	51.2	-5.1

2023 PM

Location		Without					With					BNL without CBP	BNL with CBP	Contribution
		1 hr Flow	% HV	No. of HV	No. of LV	Speed	1 hr Flow	% HV	No. of HV	No. of LV	Speed			
		Q'	P'	q	q	V'	Q'	P'	q	q	V'			
C	Ping Yuen Road	291	44%	128.913	162.087	50.0	288	44%	126.144	161.856	50.0	71.4	71.3	-0.1
E	Ping Che Road	602	48%	288.96	313.04	50.0	599	48%	285.723	313.277	50.0	74.8	74.8	0.0
L	Unnamed Road	109	53%	57.988	51.012	50.0	106	52%	55.014	50.986	50.0	67.8	67.6	-0.2
O	Unnamed Road	10	50%	5	5	50.0	7	29%	2.002	4.998	50.0	57.2	53.7	-3.5

2038 AM

Location		Without					With					BNL without CBP	BNL with CBP	Contribution
		1 hr Flow	% HV	No. of HV	No. of LV	Speed	1 hr Flow	% HV	No. of HV	No. of LV	Speed			
		Q'	P'	q	q	V'	Q'	P'	q	q	V'			
C	Ping Yuen Road	363	44%	158.994	204.006	50.0	360	43%	155.88	204.12	50.0	72.3	72.2	-0.1
E	Ping Che Road	756	52%	390.096	365.904	50.0	753	51%	387.042	365.958	50.0	76.1	76.0	0.0
L	Unnamed Road	147	59%	87.024	59.976	50.0	144	58%	83.952	60.048	50.0	69.5	69.3	-0.1
O	Unnamed Road	8	50%	4	4	50.0	5	20%	1	4	50.0	56.2	51.2	-5.1

2038 PM

Location		Without					With					BNL without CBP	BNL with CBP	Contribution
		1 hr Flow	% HV	No. of HV	No. of LV	Speed	1 hr Flow	% HV	No. of HV	No. of LV	Speed			
		Q'	P'	q	q	V'	Q'	P'	q	q	V'			
C	Ping Yuen Road	340	45%	153	187	50.0	337	45%	149.965	187.035	50.0	72.1	72.0	-0.1
E	Ping Che Road	699	48%	334.122	364.878	50.0	696	48%	331.296	364.704	50.0	75.5	75.4	0.0
L	Unnamed Road	129	54%	69.015	59.985	50.0	126	52%	66.024	59.976	50.0	68.5	68.4	-0.2
O	Unnamed Road	10	50%	5	5	50.0	7	29%	2.002	4.998	50.0	57.2	53.7	-3.5

Appendix N EXAMPLES OF NOISE PANELS AND ACOUSTIC MAT

VIBRO-ACOUSTICS®

FAN ENCLOSURES

PS1a

2 inch TONGUE & GROOVE PANEL SHEET

PERFORMANCE

- Construction 2" Thick, 18 ga solid galvanized steel outside sheet, 22 ga perforated galvanized steel inside sheet, 2.5 lb/cuft insulation

Octave Band	63	125	250	500	1000	2000	4000	8000
Transmission Loss (dB)	-	20	25	39	52	53	56	-
Absorption (coefficient)	-	0.30	0.70	0.90	0.99	0.90	0.80	-

ADVANTAGES

- Panels are self-aligning and interlocking
- Easily installed in minimum of time
- Good quality seal – resists moisture, air and noise leakage
- Excellent installed appearance
- Ideal for long length (strong and low cost)

APPLICATIONS

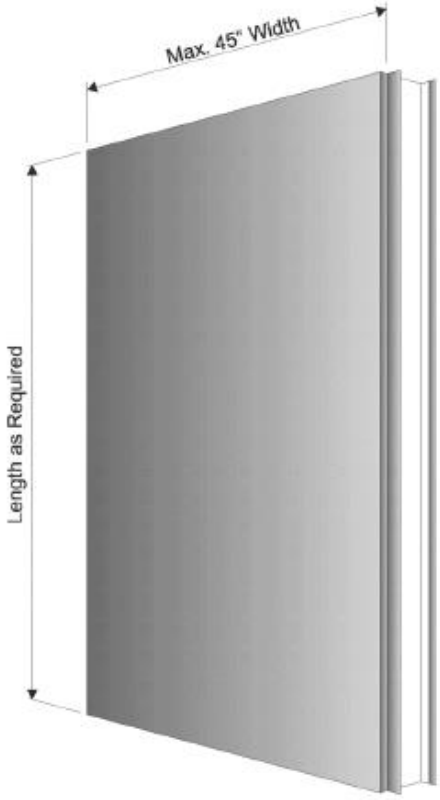
- Around noisy equipment
- Rooms and booths
- Air handling units and plenums
- Testing facilities
- Plant separating walls
- Barrier walls

CONSTRUCTION

- Roll formed inner and outer skins
- Maximum 16 ga galvanized or stainless steel
- Thermal/Acoustical material sandwiched between skins
- Internal stiffening of panel
- Joints 10 thicknesses of metal

OPTIONS

- Various panel sizes and thicknesses
- Alternate materials
- Doors, windows, access panels, openings, etc.
- Thermal breaks
- Insulation covering – Mylar, Tedlar, Fiberglass cloth



Solid / Perforated | Solid / Solid | Septum | Added Mass Core

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Phone: 1-800-565-8401 hdsil@vibro-acoustics.com Fax: 1-888-811-2264
www.vibro-acoustics.com

VIBRO-ACOUSTICS®

FAN ENCLOSURES

PS1b

4 inch TONGUE & GROOVE PANEL SHEET

PERFORMANCE

- Construction 4" Thick, 18 ga solid outside sheet, 22 ga perforated inside sheet, 3 lb./cuft insulation

Octave Band	63	125	250	500	1000	2000	4000	8000
Transmission Loss	18	21	27	37	48	54	54	54
Absorption	-	0.70	0.90	0.99	0.99	0.90	0.80	-

ADVANTAGES

- Panels are self-aligning and interlocking
- Easily installed in minimum of time
- Good quality seal – resists moisture, air and noise leakage
- Excellent installed appearance
- Ideal for long length (strong and low cost)

APPLICATIONS

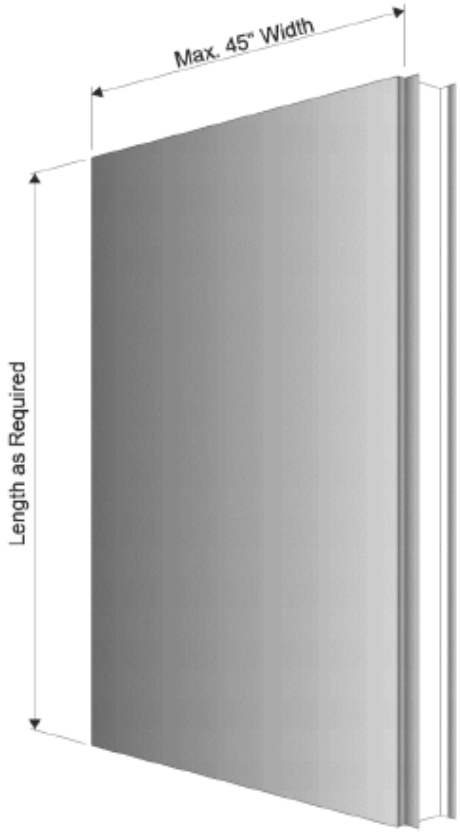
- Around noisy equipment
- Rooms and booths
- Air handling units and plenums
- Testing facilities
- Plant separating walls
- Barrier walls

CONSTRUCTION

- Roll formed inner and outer skins
- Maximum 16 ga galvanized or stainless steel
- Thermal/Acoustical material sandwiched between skins
- Internal stiffening of panel
- Joints 10 thickness of metal

OPTIONS

- Various panel sizes and thicknesses
- Alternate materials
- Doors, windows, access panels, openings, etc.
- Thermal breaks
- Insulation covering – Mylar, Tedlar, Fiberglass cloth



Solid / Perforated | Solid / Solid | Septum | Added Mass Core

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WAVEBAR®

High performance noise control

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Effective noise control

Wavebar Quadzero
With 4 x zero fire rating

Wavebar Eco
The eco friendly alternative

Three highly effective, tough, flexible and easy to install sound barrier products ideal for everyday and awkward installations. Wavebar enjoys an unparalleled 40+ year reputation in effective, proven noise control. It is the most well known flexible acoustic barrier and is specified by acoustic engineers and architects throughout the world.

Pyrotek SOUNDGUARD

WAVEBAR®

High performance noise control

WAVEBAR® – Effective Noise Control

Wavebar is an economical, easy to install sound barrier that greatly reduces noise transmission through walls, partitions, floors and ceilings in buildings, vehicles and marine applications. It provides high transmission loss, boasts high tensile strength and uses the latest manufacturing technology to ensure it will never crack and will remain flexible during its lifetime.

Architects have specified Wavebar in many of Australia's most iconic buildings, from the Sydney Opera House to the Sydney Olympic Skate Park and St Vincent's Hospital. Wavebar Quadzero has reduced unwanted noise in over 80% of roofs under the Governments Sydney Airport Noise Insulation Project – SANIP.

Its limp nature combines with its high mass providing a resonance free barrier to both high and low frequency noise. The internal damping characteristics of Wavebar means it is especially well suited to use in stiff structures where coincidence and resonance effects are a concern.

Made of a special polymeric vinyl material, Wavebar is very flexible and easy to install even in awkward places. It can be draped or joined into curtains and form enclosures to greatly reduce noise transmission from one area to another.

Because it is so flexible and versatile, Wavebar is easy to use and is a highly effective means of reducing unwanted noise.

Wavebar (top) & foil faced Wavebar Quadzero (bottom).

Features & Benefits

- Easy to cut and fabricate around pipes, penetrations, ducting and cabling
- High tensile strength
- Highly tear resistant enabling long vertical drops and providing an economical noise-barrier system even in limited space
- Chemically resistant to oils, alkalis & acids.

Ideal for

- Shutting out noise from homes and offices
- Portable screens
- Use in partitions
- Under floor, above false ceilings
- Soft enclosures for machines, jack hammers, drill rigs, blasting, pile drivers etc
- Strip curtains
- In vehicles as under-carpet insulation.

Installing Wavebar is easy.

WAVEBAR QUADZERO® – Foil Faced with a 4 ZERO Fire Rating

Enjoying Wavebar performance, Quadzero has a foil facing which deters fire from propagating through the loaded vinyl barrier. This gives Wavebar Quadzero an enviable zero rating across all four standards in the Building Code fire rating. Wavebar Quadzero is tested to AS 1530.3, 1999.

- Ignitability index 0
- Spread of flame index 0
- Heat evolved index 0
- Smoke developed index 0 - 1

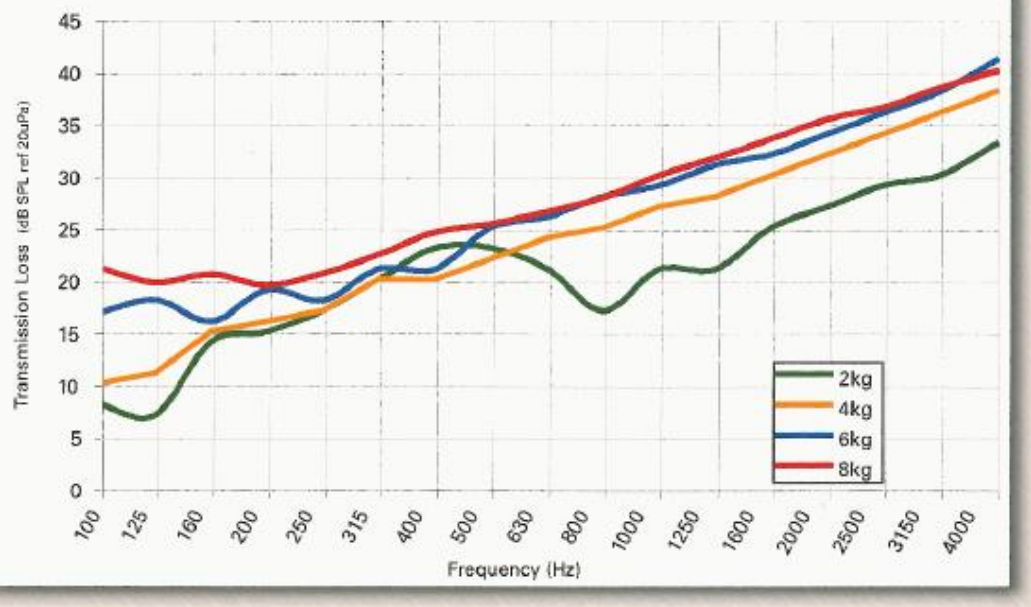
As a result, Wavebar Quadzero is highly recommended for use in all major buildings that need to meet the code and because it is easily joined using aluminium-reinforced tape, the need to use adhesives or mechanical fastenings is eliminated.

TECHNICAL DATA

SOUND TRANSMISSION LOSS (dB) AS1276

FREQUENCIES	2kg	4kg	6kg	8kg
100	8	10	16.8	21.1
125	7	11	18	19.7
160	14	15	16	20.5
200	15	16	19	19.4
250	17	17	18	20.6
315	20	20	21	22.4
400	23	20	21	24.5
500	23	22	25	25.3
630	21	24	26	26.5
800	17	25	28	27.9
1000	21	27	29	30.0
1250	21	28	31	31.7
1600	25	30	32	33.5
2000	27	32	34	35.4
2500	29	34	36	36.5
3150	30	36	38	38.4
4000	33	38	41	40.0
5000	35	40	43	41.6
STC	23	26	29	30
Rw <Test Method>	23 (C -1: C_m -3)	26 (C-2: C_m -5)	29 (C0: C_m -3)	30 (C -1: C_m -3)

TRANSMISSION LOSS WAVEBAR SERIES



MISCELLANEOUS PROPERTIES – WAVEBAR RANGE

PROPERTY / PRODUCT	2kg	4kg	6kg	8kg
Specific Gravity (g/cm³)	2.4	2.4	2.4	2.4
Recommended Service Temperature (°C)	-10 to 70	-10 to 70	-10 to 70	-10 to 70
Upper Intermittent Temperature Exposure (°C) (Standard Wavebar)	100	100	100	100
Upper Intermittent Temperature Exposure (°C) (Wavebar Eco)	70	70	70	70
FMVSS-302	Complies	Complies	Complies	Complies
SAEJ369a	Complies	Complies	Complies	Complies
AS 1530.3 1989 (foil faced products)	Complies	Complies	Complies	Complies

PRODUCT SPECIFICATIONS

STANDARD PRODUCT	THICKNESS (mm - nominal)	ROLL WIDTH (mm)	ROLL LENGTH (lineal m)	WEIGHT (kg)	Rw	CEILING ATTENUATION CLASS (CAC)†
WAVEBAR 2kg	1.6	1380	10	28*	23 (C -1: C_{TR} -3)	44
WAVEBAR 4kg	2.0	1380	5 or 10	56*	26 (C -2: C_{TR} -5)	48
WAVEBAR 6kg	2.5	1380	5	42*	29 (C0: C_{TR} -3)	--
WAVEBAR 8kg	3.5	1380	5	52*	30 (C -1: C_{TR} -3)	50

Dimensional Tolerance +/- 5% | *Other weights available on request.

CHEMICAL RESISTANCE

PRODUCT	ACETONE	MEK	PETROL	UNLEADED PETROL	DIESEL	10% HCL SOLUT.	10% NaOH SOLUTION	CARBON TETRA-CHLORIDE	SODIUM HYDROXIDE 10% CONC
WAVEBAR	Swells*	Swells*	Good	Good	Good	Good	Good	Swells	Good
QUADZERO	Swells*	Swells*	Good	Good	Good	Poor**	Poor**	Swells	Good
WAVEBAR ECO	Swells*	Swells*	Swells*	Good	Good	Good	Good	Good	Good

* Swells and then returns to normal on drying | ** Aluminium facing reacts with acid and alkali materials.

†Room-to-room transmission loss via ceiling void is expressed in terms of **Ceiling Attenuation Class (CAC)**

WAVEBAR ECO – The Eco Friendly Alternative

With the same performance characteristics as Wavebar, Wavebar Eco offers a series of environmental benefits across its life - in manufacture, in use and in disposal.

Wavebar Eco is a demonstration of the commitment to the environment that Pyrotek is undertaking across all aspects of the business. It is one of a range of eco friendly company initiatives and product variants that are re-engineered for equal or enhanced performance with reduced environmental impact.

The materials and processes used to make Wavebar Eco use no Ozone Depleting Substances (ODS) and in its final form, it has no Ozone Depleting Potential (ODP). In addition, Wavebar Eco does not contain any volatile organic compounds (VOC's) because it is based on thermoplastic polymer technology. Wavebar Eco is 100% recyclable and meets or exceeds the criteria for the Australian Green Star projects especially Mat-7 (PVC minimisation) and EMI-9 (Insulant ODP).

EMISSION DATA – Test Method ASTMD 5116

Total Volatile Organic Compound Emission Rate:
<0.01mg/m2/hr (7 days)

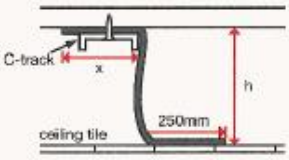
When Wavebar Eco is used in the typical manner in an office building, the resulting airborne total volatile organic compound concentration can be expected to be less than 0.25mg/m3 as specified by Green Building Council of Australia Green Star Office Interiors IEQ-11.

INSTALLING WAVEBAR

Above Ceiling Installation

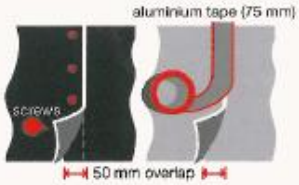
Make sure the ceiling slab is level. If not, fill the area with a caulking compound. First measure the height between the ceiling and the ceiling slab (h). Add the width of the C-track or batten (x) and add a minimum of 250mm for the ceiling overlap. The length (L) you would need to cut is given by L = h + x + 250.

Cut Wavebar to fit using sharp scissors or a knife.



Joining Wavebar

At joins, overlap Wavebar at least 50mm. Join the overlap with screws at 100mm intervals. If using Wavebar Quadzero, use 75mm wide reinforcing tape to join the overlap down the full length of the drape.



Handling Obstructions

For pipe, cable and ducting, measure and mark out the appropriate diameters or other dimensions. Cut Wavebar to allow the obstructions to pass through. Using Wavebar Quadzero for this work is recommended because of its ease of taping.

Pyrotek Soundguard is Australia's vibration & noise control specialist, applying the latest technologies and manufacturing techniques to deliver a wide range of vibration, fire and sound control solutions for commercial and domestic uses across transport, marine, industrial and construction sectors.

All Australasian plants are accredited to AS / NZS ISO9001:2000 standards.

Products are independently tested by:

- CSIRO
- Australian Wool Testing Authority
- Regional Melbourne Institute of Technology.
- Warringtons
- International Marine Organisation

Pyrotek Soundguard Product Range

Insulcoat® Water based temperature reducing coating	**Silentstep®** Acoustic underlay
Sorberflex® Composite noise barrier	**Sorberfoam™** Acoustic grade foams
Sorberglass® Marine grade glasswool board	**Sorbermel®** Fire retardant melamine foam
Sorberscreen® Perforated acoustic metal screen	**Sorbertex®** Sound absorbers
Soundalloy® Damped aluminium sandwich laminate	**Soundamp™** Acoustic damping products
Soundbond® Synthetic rubber adhesive	**Soundlag®** Acoustic pipe wrap
Soundmat™ Decoupled flexible noise barrier floormat	**Soundpaint®** Water based vibration damping compound
Soundsteel® Noiseless steel sandwich laminate	**Soundune®** Decoupled noise barrier
Subdue® Damped plywood airborne noise barrier	**Sylomer®** Vibration isolation
Wavebar® Flexible noise barrier	**Wavebar® Eco** The environment friendly flexible noise barrier
Wavebar® Quadzero® Foil faced flexible noise barrier	**Customised design options are also available.**

Brochures and data sheets are available on request or you can get pre-installation advice from a Pyrotek specialist by calling Pyrotek Soundguard.

MASON Acoustics Limited
Unit 1710, Floor 17, Fortress Tower
250 King's Road, North Point, Hong Kong
tel : 2967 9639
fax : 2967 1772
email : mail@mason-hk.com

WARRANTY: The goods are warranted by the manufacturer against defective workmanship and materials. Its obligations pursuant to this express warranty being limited to the repair or replacement of the defective goods or materials at its option. Services supplied by the company are expressly warranted to be rendered with due care and skill. To the extent permitted by law all implied conditions and warranties, other than those implied by the Trade Practices Act, are expressly excluded.

DISCLAIMER: The information presented herein is supplied in good faith and to the best of our knowledge was accurate at the time of publication. Users are advised to make their own determination as to the suitability of this information in relation to their particular purpose and specific requirement. Subject to conditions in Sec.68A of the Trade Practices Act, applying in Australia, our liability is expressly limited to the replacement of defective goods. We shall not be liable for incidental or consequential damages, or directly or indirectly sustained, nor for any loss caused by application of these goods not in accordance with written advice.

NOTES: Specifications are subject to change without notice. The data listed in this brochure are typical or average values based on tests conducted by independent laboratories or by the manufacturer. They are indicative only of the results obtained in such tests and should not be considered as guaranteed maximums or minimums. Materials must be tested under actual service to determine their suitability for a particular purpose. The conclusions drawn from acoustic test results are as interpreted in writing by qualified independent testing authorities. Even so, always seek the opinion of your own acoustic engineer as to the meaning of any data presented by the manufacturer as it is applied to any given project or use.

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Acoustics Innovation
SilentUP®
Retractable Noise Barrier
PATENTED
Product of Hong Kong
THE WORLD'S FIRST
RETRACTABLE NOISE BARRIER
26dB(A) NOISE REDUCTION
Happy Valley Race Course
Roadworks
Breaking Drilling
Piling
Loading Unloading
Concreting
aihk.hk
info@aihk.hk
(852) 2702-2007
R&D Division of
Wilson
Acoustics Limited

Acoustics Innovation

SilentUP®

Product Description

SilentUP® is a patented retractable noise barrier for construction works and outdoor music events. It can be easily installed and mobilized by people without using any machines. No concrete foundation is required and the installation process is quiet enough to be conducted even at night time. The panels are installed upwards from ground level and connected by magnetic gap sealing.

Our product has been widely used in Hong Kong. Visit our website for the job references aihk.hk/SilentUP/reference.

Benefits

- Quiet and manual installation
- Flexible construction site planning
- Facilitate Construction Noise Permit (CNP) application process
- Minimize noise complaints
- No concrete foundation required

Technical Information

SilentUP® noise barrier material conforms to the flammability requirement specifications.

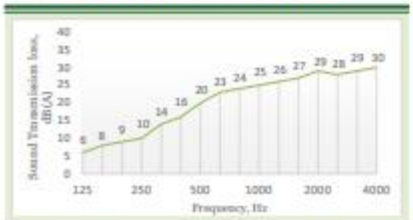
BS EN ISO 15025:2002 6 TYPE B
GB8624-1997 TYPE B

Product Specification

Modular Size	1m(H) x1.35m(W)
Modular Weight	6kg
Maximum Height	10m
Insertion Loss*	26 dB(A)
STC	23
Standard Colour	Grey
Panel Thickness	100mm on edges

* Tested with white noise source

Sound Transmission Loss



Testing method in accordance with BS EN ISO 10140-2: 2010

Client Feedback

"Some of our contractors have used the retractable noise barriers to facilitate CNP application. They have found this innovative product useful - lightweight, easy to manoeuvre, and fit for purpose."

Richard Kwan
Environment Manager
MTR Corporation Ltd

"We are impressed by SilentUP's quick installation and relocation, it is definitely one of the best innovations and practicable approaches for the noise mitigation measures for the construction activities."

Lighting Chan
Environmental Compliance Support Manager,
Leighton Asia Ltd

"We are happy with Acoustics Innovation's professional service (SilentUP Noise Barrier) in helping us achieve our noise mitigation goals."

Ronald Fung
Project QA & Environmental Manager
Kier - Laing O'Rourke - Kaden Joint Venture

"SilentUP is definitely a useful tool to minimize the noise pollution. We successfully obtained a CNP and most importantly no complaint has been received from the NSRs."

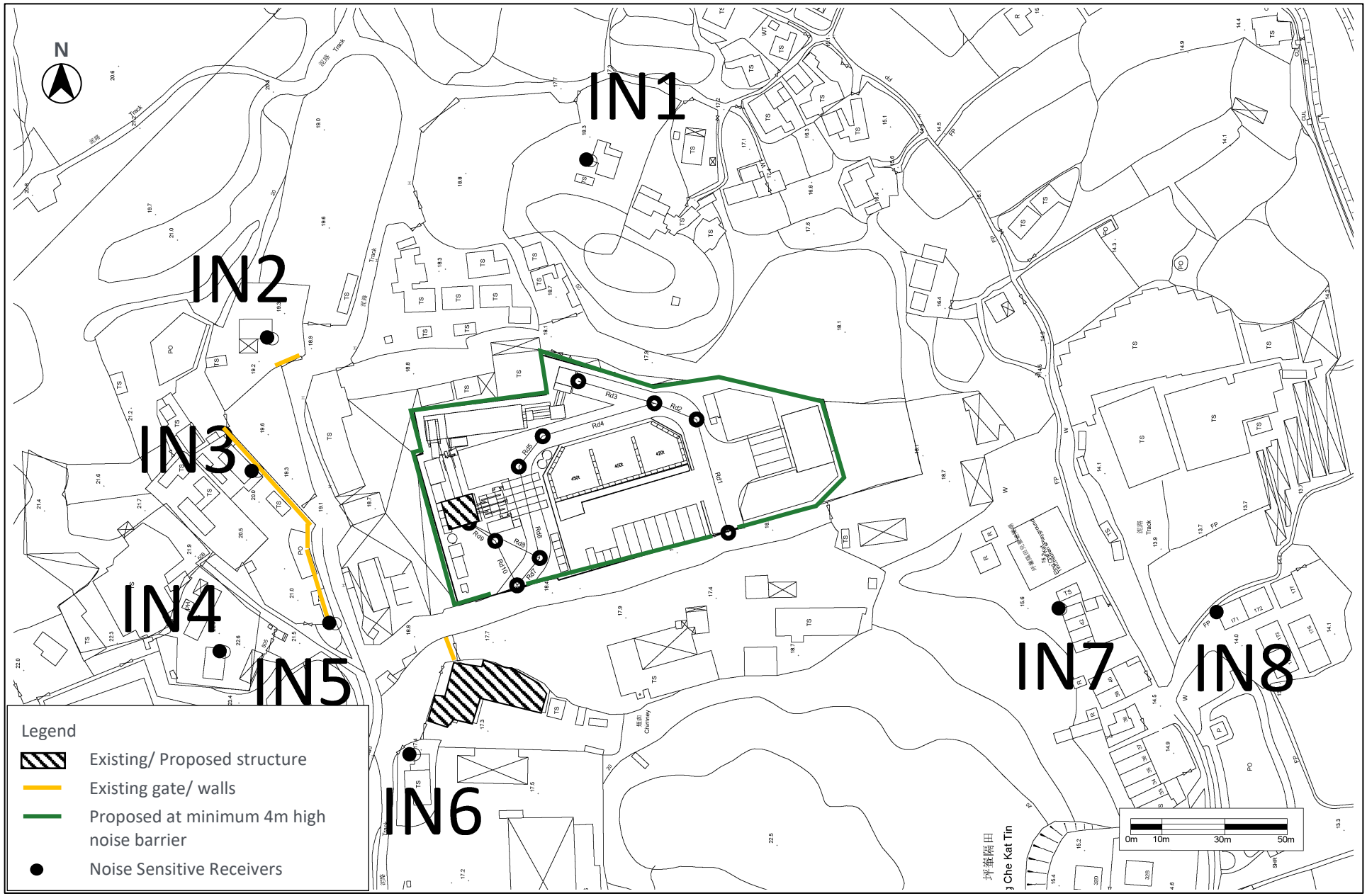
Clarence Yeung
Environmental Officer
Chun Wo Construction and Engineering Co. Ltd

Installation videos available at aihk.hk/youtube.

aihk.hk | info@aihk.hk | (852) 2702-2007

R&D Division of Wilson Acoustics Limited

Appendix O PROPOSED NOISE BARRIERS IN TENATIVE LAYOUT


N
IN1
IN2
IN3
IN4
IN5
IN6
IN7
IN8
Legend
Existing/ Proposed structure
Existing gate/ walls
Proposed at minimum 4m high noise barrier
Noise Sensitive Receivers
0m 10m 30m 50m

Appendix P THE TRAFFIC FORECASTS FOR YEAR 2023 AND YEAR 2038

AECOM

AECOM
12/F, Grand Central Plaza, Tower 2,
138 Shatin Rural Committee Road,
Shatin, Hong Kong
香港新界沙田鄉事會路 138 號
新城市中央廣場第 2 座 12 樓
www.aecom.com

+852 3922 9000 tel
+852 3922 9797 fax

Our Ref : SHSN:CWWT:wtsk:60617670-2021019286L

28 December 2021

By Hand

SMEC Asia Limited
27/F Ford Glory Plaza
37-39 Wing Hong Street,
Cheung Sha Wan, Kowloon

Attn: Mr. Antony Wong / Ms. Julie Chan

Dear Sir / Madam,

Section 16 Planning Application for Temporary Concrete Batching Plant at Lot 153 (Part) in D.D.77 in Ping Che, New Territories for a Period 5 Years (Application No. A/NE-TKL/681)

Traffic Forecast for Environmental Assessment Study

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 Assessment Study prepared by SMEC Asia Ltd.

Thank you for your kind attention.

Yours faithfully,
For and on behalf of
AECOM Asia Co. Ltd.

Steven Ho
Technical Director, Traffic & Transport Planning
Land Supply / Municipal

By Fax
3922 9797

運輸署
Transport Department

本署檔案 Our Ref. : (NJ84R) in TD NR157/161/FSSDD-77
來函檔號 Your Ref. : CWWT:wtsk:60617670/00-0005 (2021016932L)
電 話 Tel. : 2399 2405
圖文傳真 Fax : 2381 3799
電 郵 Email : michaelkhcheung@td.gov.hk

17 December 2021

AECOM Asia Co. Ltd.
12/F Grand Central Plaza, Tower 2
138 Shatin Rural Committee Road
Shatin, Hong Kong
(Attn.: Charis WONG)

Dear Sir/Madam,

Section 16 Planning Application for Temporary Concrete Batching Plant at Lot 153 (Part) in D.D.77 in Ping Che, New Territories for a Period 5 Years

Technical Note on Traffic Data Adopted in Environmental Assessment Report for Proposed Concrete Batching Plant in Ping Che

I refer to your above referenced letter dated 22 November 2021 regarding the captioned Environment Assessment Report.

Please note that the Environmental Assessment Study 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.

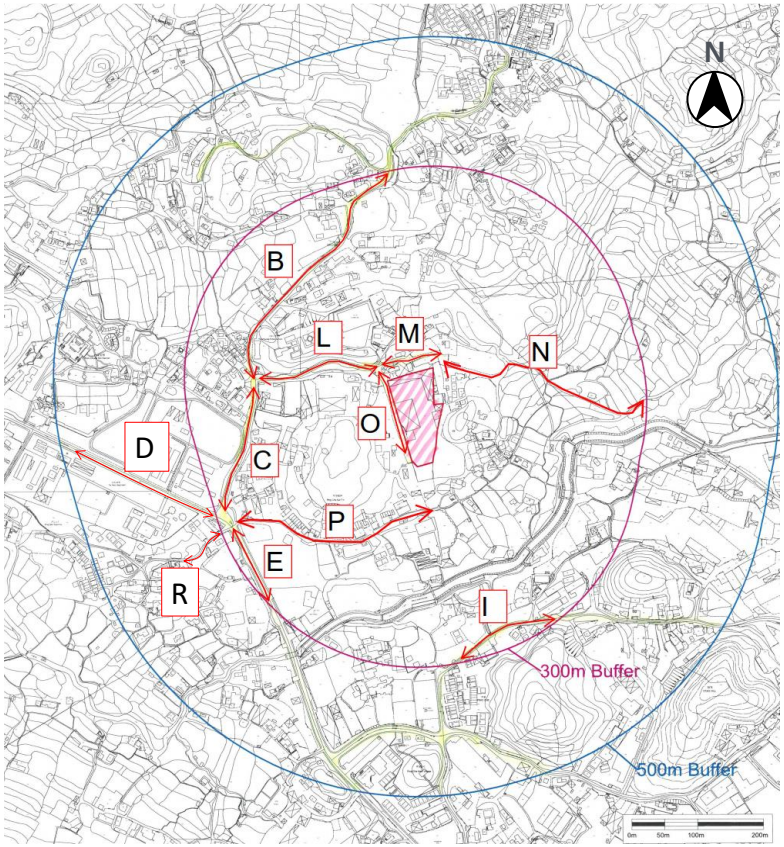
Notwithstanding the above, we have no comment on the methodology of the traffic forecast.

Yours faithfully,

(CHEUNG Kim-hung)
for Assistant Commissioner
for Transport / NT

Internal

新界分區辦事處
NT Regional Office
九龍聯運街三十號旺角政府合署七樓
7th Floor, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon.
圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO)
網址 Web Site: http://www.td.gov.hk



Link	Road Name	Without Development								With Development							
		2023 Traffic Flow				2038 Traffic Flow				2023 Traffic Flow				2038 Traffic Flow			
		AM		PM		AM		PM		AM		PM		AM		PM	
		Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %
B	Ping Yuen Road	168	34.5%	159	45.9%	196	35.2%	183	45.4%	168	34.5%	159	45.9%	196	35.2%	183	45.4%
C	Ping Yuen Road	309	43.4%	291	44.3%	363	43.8%	340	45.0%	306	42.8%	288	43.8%	360	43.3%	337	44.5%
E	Ping Che Road	649	51.6%	602	48.0%	756	51.6%	699	47.8%	646	51.4%	599	47.7%	753	51.4%	696	47.6%
I	Ng Chow Road	104	57.7%	105	37.1%	120	56.7%	122	37.7%	104	57.7%	105	37.1%	120	56.7%	122	37.7%
L	Unnamed Road	125	59.2%	109	53.2%	147	59.2%	129	53.5%	122	58.2%	106	51.9%	144	58.3%	126	52.4%
M	Unnamed Road	105	57.1%	98	50.0%	121	56.2%	115	50.4%	105	57.1%	98	50.0%	121	56.2%	115	50.4%
N	Unnamed Road	74	51.4%	78	52.6%	91	52.7%	91	52.7%	74	51.4%	78	52.6%	91	52.7%	91	52.7%
O	Unnamed Road	8	50.0%	10	50.0%	8	50.0%	10	50.0%	5	20.0%	7	28.6%	5	20.0%	7	28.6%
P	Unnamed Road	21	0.0%	8	0.0%	24	0.0%	8	0.0%	21	0.0%	8	0.0%	24	0.0%	8	0.0%
D	Ping Che Road	365	52.1%	365	45.8%	430	52.6%	422	45.5%	365	52.1%	365	45.8%	430	52.6%	422	45.5%
R	Unnamed Road	33	6.7%	28	8.0%	39	6.7%	33	8.0%	33	6.7%	28	8.0%	39	6.7%	33	8.0%

Appendix Q CALCULATION OF SEWAGE GENERATION

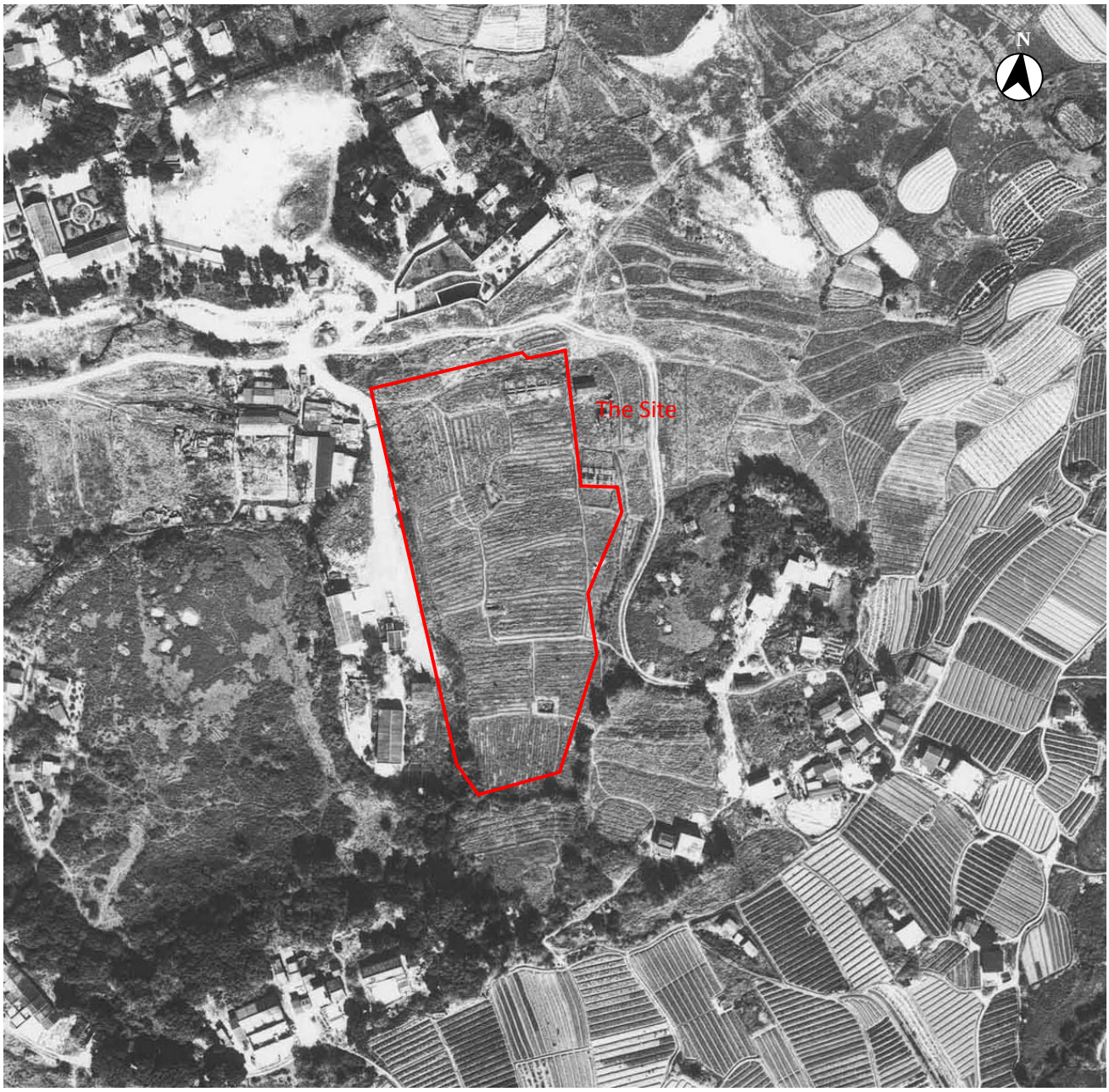
Calculation of Sewage Generation from the Proposed Development, Upstream and Downstream Catchments					Remarks/ Justification
A. Sewage generated by the Site					
1) Sewage generated by Staff					
No of onsite staff	=	22	staff		As advised by the Applicant
Unit Flow Factor (UFF) per staff	=	0.23	m^3/day-staff		Refer to "Commercial Employee" and "J9 Construction" of Table T-2 of reference 1 [Note 1].
Total Sewage Generation	=	5,060	L/day	(a)	
2) Sewage generated by Truck Drivers					
Total No of toilet visits per day	=	40.0	toilet visit/day		As advised by the Applicant that approximately not more than 40 truck drivers (i.e. non-site staff) use the toilet on-site each day based on their previous observations.
Flow rate per flushing	=	7.5	L/flush	(b)	Refer to BEAM Plus New Buildings Version 1.2), the estimated toilet flush of 7.5 L/flush. [Note 3]
Flow rate per hand washing	=	1.4	L/per hand washing	(c)	Refer to BEAM Plus New Buildings Version 1.2, Wastewater used for handwashing (8.3L/min x 10s) [Note 3]
Flow rate from micturition per visit	=	0.2	L/per visit	(d)	Refer to Human's micturition is assumed to be 200mL in accordance with p. 3081 of "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011. [Note 4]
Unit flow rate (for truck driver)	=	9.1	L/visit	(e)	(b) + (c) + (d)
Total Sewage Generation	=	363.3	L/day	(f)	
Total Average Daily Dry Weather Flow of Catchment 1	=	5,423	L/day		(a) + (f)
	=	**5.42**	m^3/day		
Containter Toilets					
The Minimum Total Storage Capacity of Sewage Storage Tank	=	3,000	L / toilet		Container with size of 3,000L each will be installed as advised by the supplier.
No. of containers required (3,000L each)	=	2	tanks		

Reference:

1 Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0, Environmental Protection Department of HK Government, March 2005
2 The volume of flushing system is advised by the supplier of chemical/container toilet.
3 With reference to BEAM Plus New Buildings Version 1.2 in July 2012, it is assumed that water required for hand washing = 8.3L/mins x 10s.
And the estimated toilet flush volume of toilet is about 7.5 L/flush.
4 Human's micturition is assumed to be 200mL in accordance with p. 3081 of "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011.

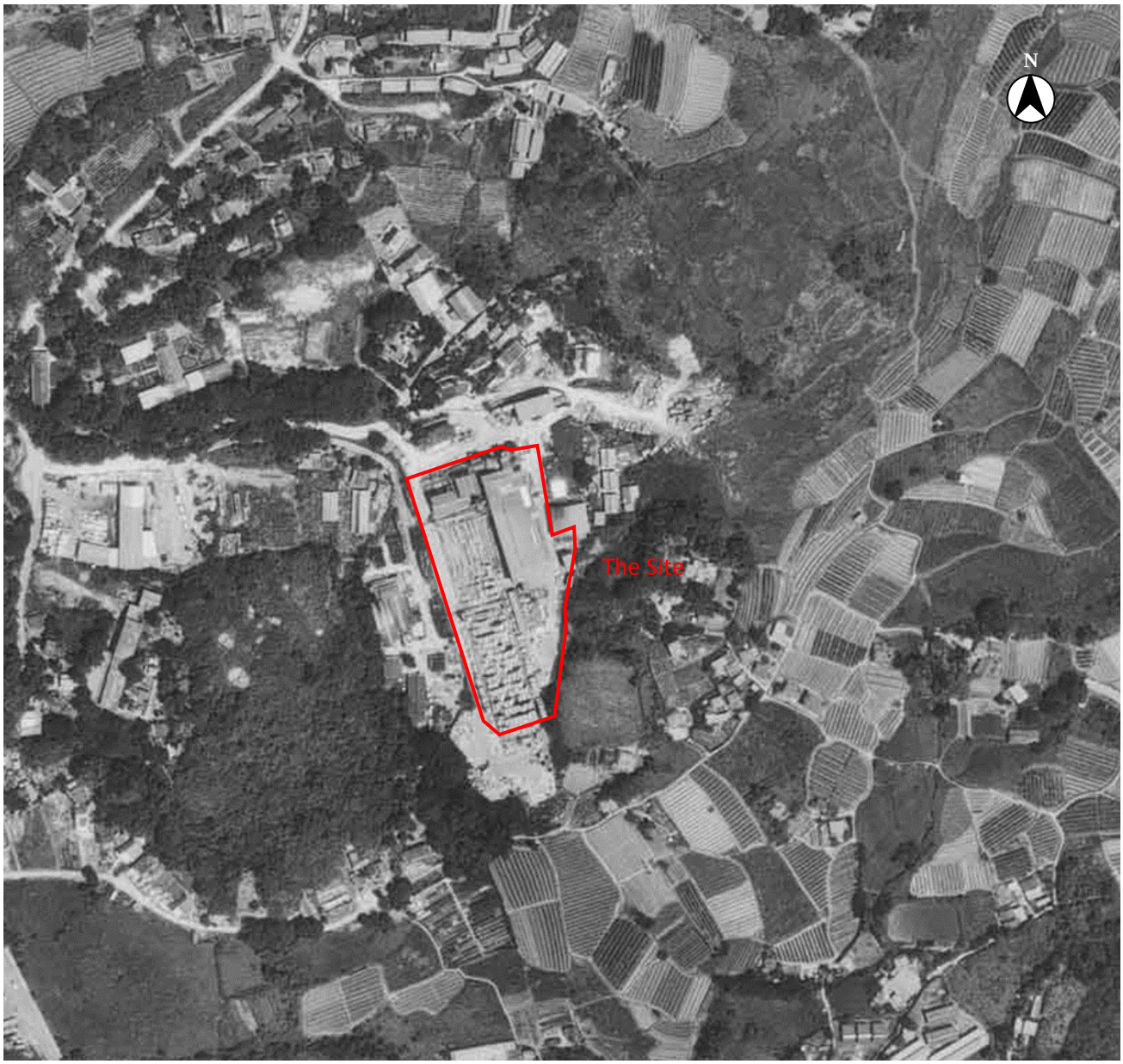
Appendix R AERIAL PHOTOGRAPHS

Date: December 1973



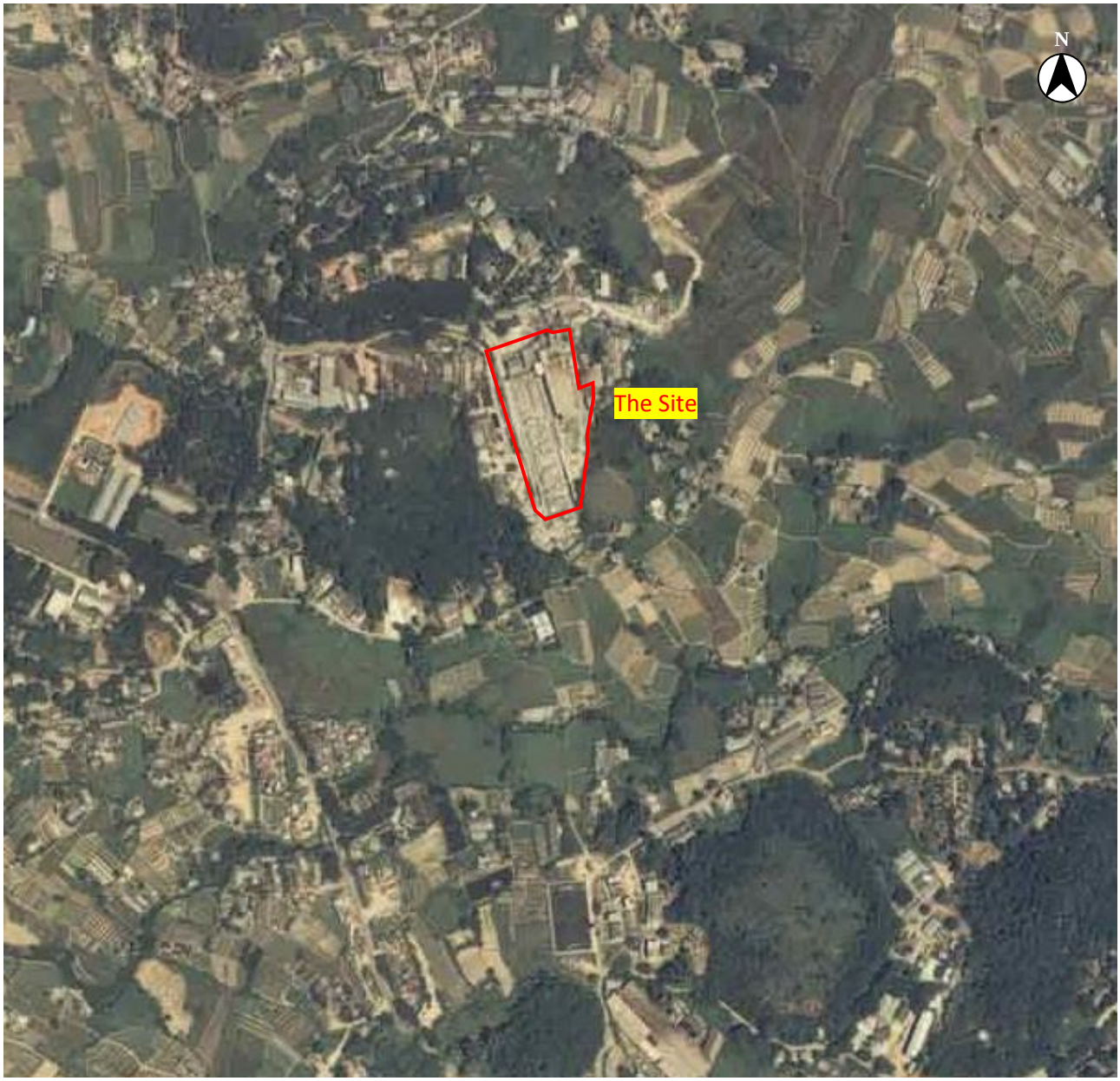
In 1973, the Site should be used as agriculture uses.

Date: August 1986



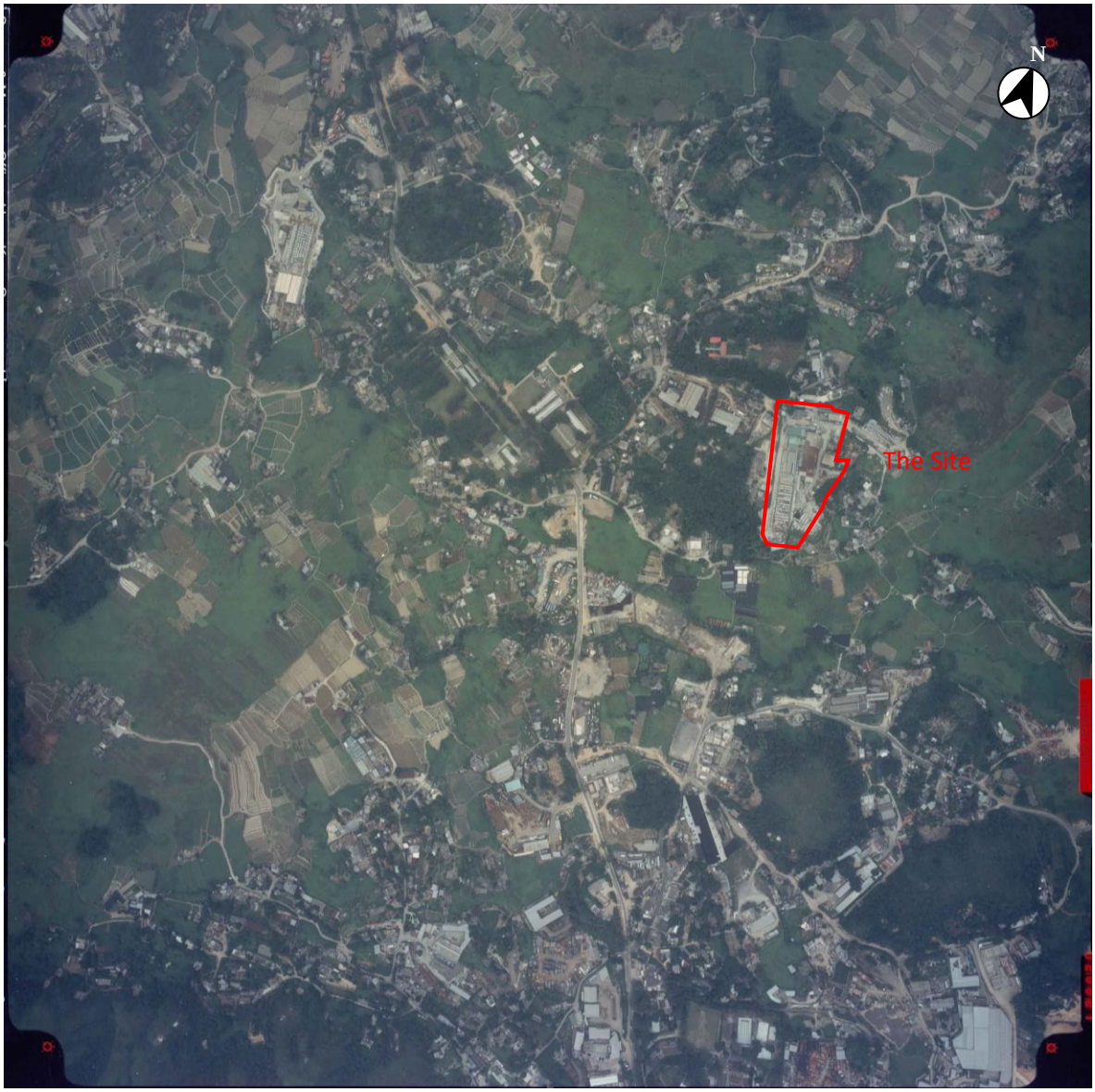
In 1986, the Site should be transformed into warehouses for storage of goods.

Date: October 1987



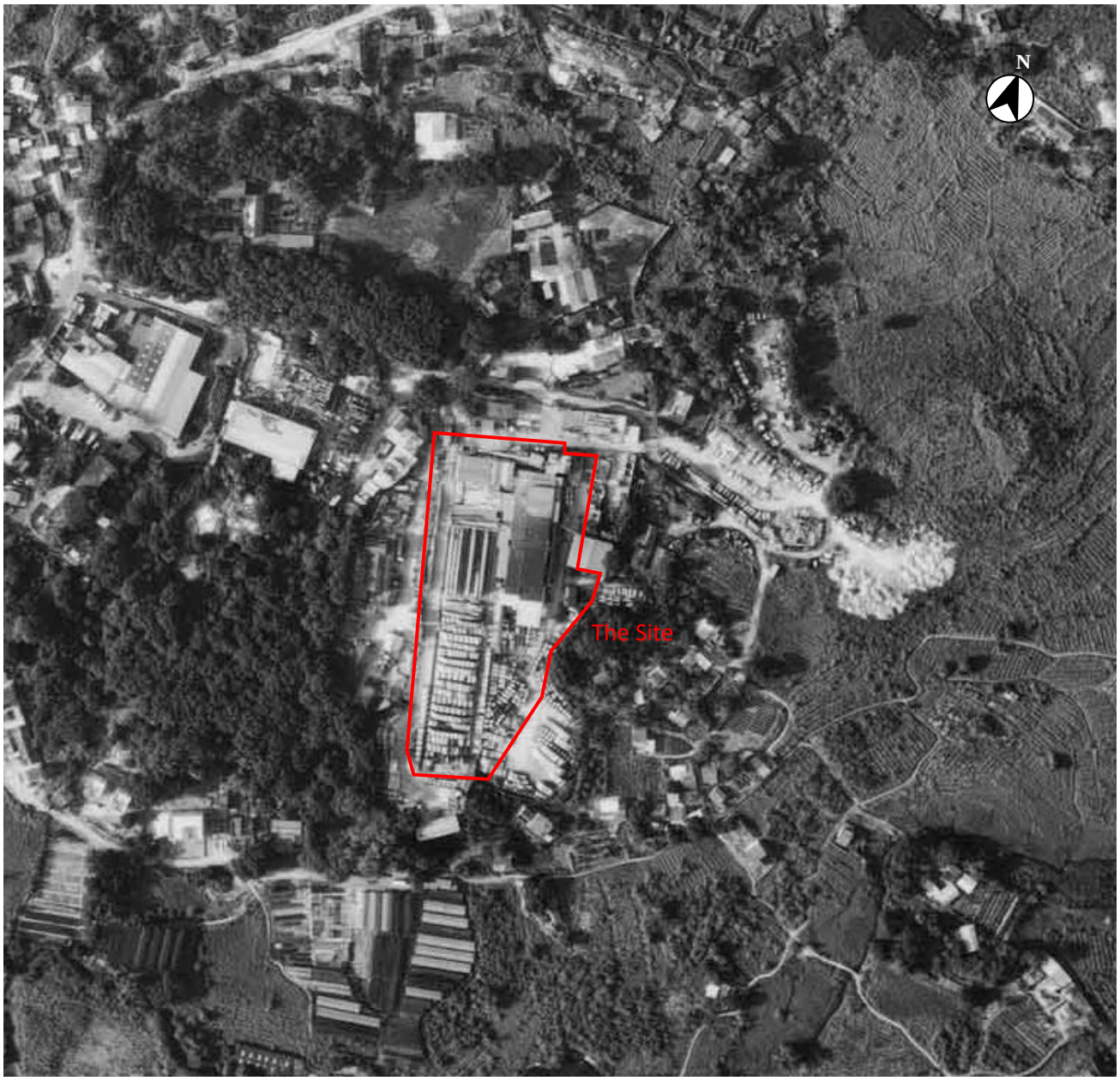
In 1987, the norther portion of the Site should be transformed into a concrete batching plant.

Date: November 1995



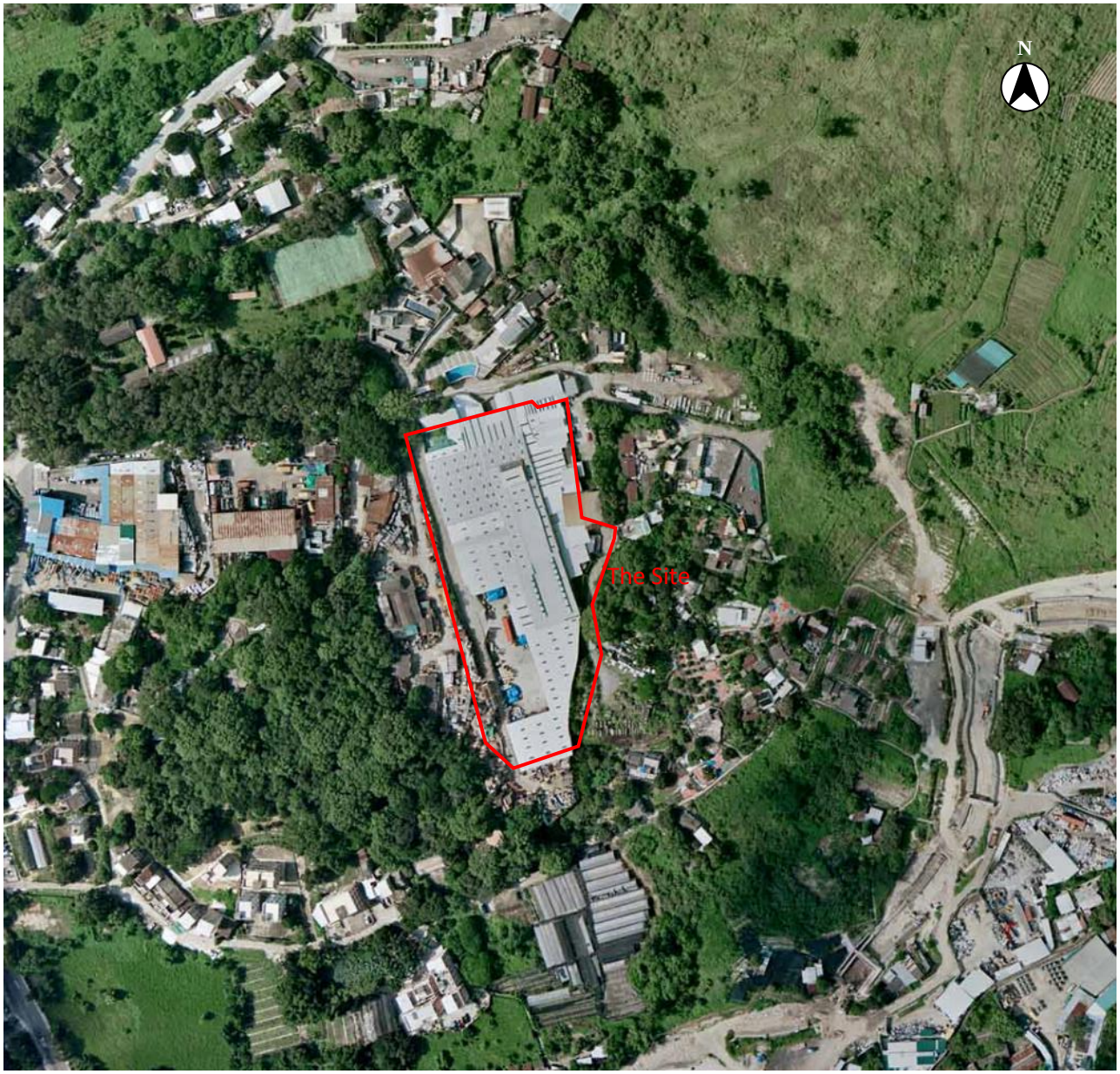
In 1995, the concrete batching plant located at the northern side of the Site and the warehouses should still be there.

Date: October 1998



In 1998, the Site was remained as a concrete batching plant located at the northern side of the Site. Warehouses remained at the eastern and southern side of the Site.

Date: August 2010



In 2010, the concrete batching plant at the northern side of the Site was not found and the whole site should be reconstructed to provide warehouses for storage purpose.

Date: March 2019

In 2019, all the warehouses of the Site were already transformed into temporary concrete batching plant.

Appendix S PHOTOGRAPHS OF THE EXISTING SITE

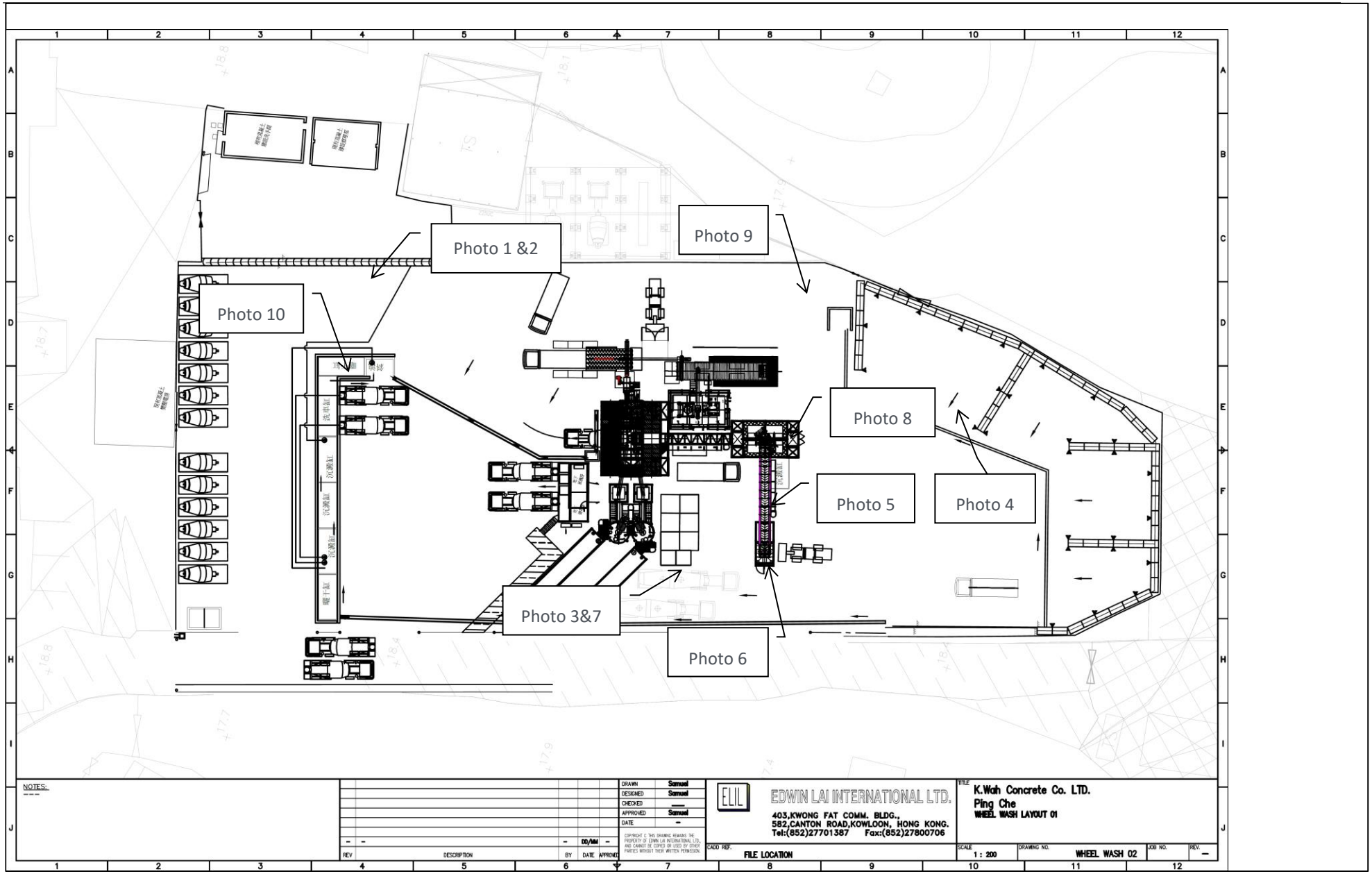


Photo 1 &2
Photo 9
Photo 10
Photo 8
Photo 5
Photo 4
Photo 3&7
Photo 6
NOTES:
DRAWN Samuel
DESIGNED Samuel
CHECKED
APPROVED Samuel
DATE
EDWIN LAI INTERNATIONAL LTD.
403,KWONG FAT COMM. BLDG.,
582,CANTON ROAD,KOWLOON, HONG KONG.
Tel:(852)27701387 Fax:(852)27800706
TITLE
K.Wah Concrete Co. LTD.
Ping Che
WHEEL WASH LAYOUT 01
CADD REF.
FILE LOCATION
SCALE 1 : 200
DRAWING NO. WHEEL WASH 02
JOB NO.
REV. –
REV DESCRIPTION BY DATE APPROVED

Photo 1 – Maintenance Office

No land contamination activities was observed.

Photo 2 – Maintenance Office (Chemicals Store)

Secondary containments are provided for the chemicals store for hydraulic fluid. No leakage of hydraulic fluid was observed.

Photo 3 – Admixtures Tanks

Secondary containments are provided for the admixture tanks. No leakage of chemicals was observed.

Photo 4 – Stockpile Area of Aggregate

No land contamination activities was observed.

Photo 5 – Ground Hopper and Conveyor Belt

No land contamination activities was observed.

Photo 6 – Ground Hopper

No land contamination activities was observed. No leakage of chemicals (i.e. lubricating oil) was observed.

Photo 7 – Admixtures Tanks

Secondary containments are provided for the admixture tanks. No leakage of chemicals was observed.

Photo 8 – Overhead Hopper

No land contamination activities was observed. No leakage of chemicals (i.e. lubricating oil) was observed.

Photo 9 – Diesel Storage Area Secondary containments are provided for the diesel containers. No leakage of diesel was observed.	Photo 10 – Sedimentation Tank No land contamination activities was observed.

Appendix T RESPONSES FROM EPD AND FSD

SMEC

Member of the Surbana Jurong Group

local people
global experience

Our ref: 7076723/L26943/AW/CY/MCC/rw

22 January 2021

Environmental Protection Department
Environmental Compliance Division
Regional Office (North), Yuen Long
10/F., Sha Tin Government Offices
No. 1 Sheung Wo Che Road
Sha Tin, N.T.

By Email & Post

Attention: Ms Karen HUI

Dear Madam

S16 Planning Application for Temporary Use in Ping Che, New Territories
Request for Information – Land Contamination Study

A Temporary Use is planned to be provided at a location shown on the attached Site Location Plan in Ping Che and a planning application for this temporary use will be made under Section 16 of the Town Planning Ordinance (TPO). We have been commissioned by the Applicant of the aforementioned planning application to prepare an Environmental Assessment (EA) to support the planning application.

In order to identify the potential land contamination issue, we would appreciate if you could provide us with an updated list of any current/past licences for storage of Dangerous Goods (DG), registration of Chemical Waste Producers or records of incidents of chemical spillage / leakage from relevant authorities (e.g. FSD, EPD), etc. relating to the Site, if any.

Should you have any enquiries regarding the above, please feel free to contact the undersigned on 3995 8138 or to cleo.yip@smec.com or our Mr Arthur CHIU on 3995 8144 or to arthur.chiu@smec.com.

Thank you for your attention.

Yours faithfully

Cleo YIP
Senior Environmental Consultant

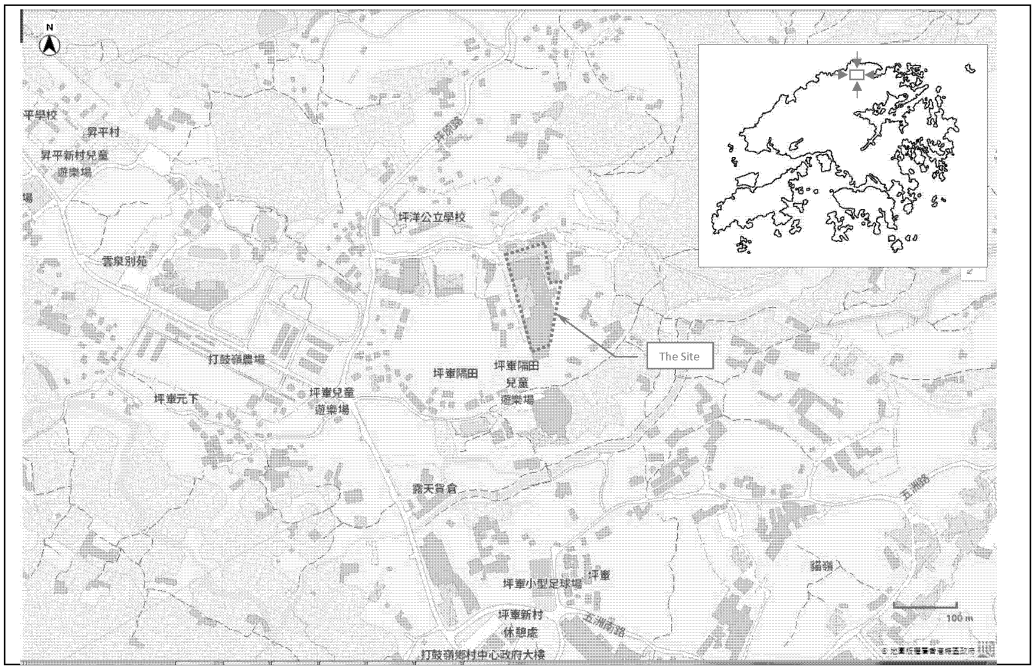
Encl.

cc Mr Hugh LAU – Applicant by email
Ms Pearl HUI – AECOM by email

SMEC ASIA LIMITED
27/F Ford Glory Plaza, 37-39 Wing Hong Street
Cheung Sha Wan, Kowloon, Hong Kong
T +852 3995 8100
F +852 3995 8101
E hongkong@smec.com
W www.smec.com

\\HKHKFPV001.sjgroup.local\Share\Jobs\7076723 - K Wah - S16 Ping Che CBP\02 Out\210122_EPD_Info Request_L26943.docx

Site Location Plan



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Page 1 of 1

本署檔案
OUR REF : ( ) EP/RN/433317
來函檔案
YOUR REF : 7076723/L26943/AW/CY/MCC/rw
電 話
TEL NO : 2158 5832
圖文傳真
FAX NO : 2650 6033
網 址
HOMEPAGE : http://www.epd.gov.hk/

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F., Shatin Government Offices,
1 Sheung Wo Che Road,
Shatin, N.T.

環境保護署
環保法規管理科
區域辦事處(北)
新界沙田上禾輋路 1 號
沙田政府合署 10 樓

(By Email Only)

8 February 2021

SMEC Asia Ltd.
27/F, Ford Glory Plaza
37-39 Wing Hong Street
Cheung Sha Wan, Kowloon
Hong Kong

(Attn.: Ms. Cleo YIP, Senior Environmental Consultant)

Dear Ms. YIP,

S16 Planning Application for Temporary Use in Ping Che, New Territories
Request for Information – Land Contamination Study

We refer to your above letter under reference requesting for chemical spillage / incident record. Given no particular time period were mentioned in the letter, to avoid unnecessary wastage of resources, a search of 5 year records may be a reasonable choice.

For the records of Chemical Waste Producer Registration, a registry of chemical waste producers is available in our Territory Control Office. Should you like to view the records, you may approach Mr. Eric FUNG at 2835 1027 for making an appointment to view the records.

This Regional Office has no record of chemical spillage / leakage incident at the captioned locations in the past 5 years. Nonetheless, you may also need to check with other relevant parties / departments for such information as appropriate.

Yours faithfully,

(Ms. Karen HUI)
for Director of Environmental Protection

SMEC

Member of the Surbana Jurong Group

local people
global experience

Our ref: 7076723/L26942/AW/CY/MCC/rw

22 January 2021

Fire Services Department
Fire Services Headquarters Command
Management Group
9/F, Fire Services Headquarters Building
1 Hong Chong Road
Tsim Sha Tsui East, Kowloon

By Email & Post

Attention: Mr TANG Wing Wah

Dear Sir

S16 Planning Application for Temporary Use in Ping Che, New Territories
Request for Information – Land Contamination Study

A Temporary Use is planned to be provided at a location shown on the attached Site Location Plan in Ping Che and a planning application for this temporary use will be made under Section 16 of the Town Planning Ordinance (TPO). We have been commissioned by the Applicant of the aforementioned planning application to prepare an Environmental Assessment (EA) to support the planning application.

In order to identify the potential land contamination issue, we would appreciate if you could provide us with an updated list of any current/past licences for storage of Dangerous Goods (DG), registration of dangerous goods license, fire incidents or incidents of spillage/leakage of dangerous goods, etc. relating to the Site, if any.

Should you have any enquiries regarding the above, please feel free to contact the undersigned on 3995 8138 or to cleo.yip@smec.com or our Mr Arthur CHIU on 3995 8144 or to arthur.chiu@smec.com.

Thank you for your attention.

Yours faithfully

Cleo YIP
Senior Environmental Consultant

Encl.

cc Mr Hugh LAU – Applicant by email
Ms Pearl HUI – AECOM by email

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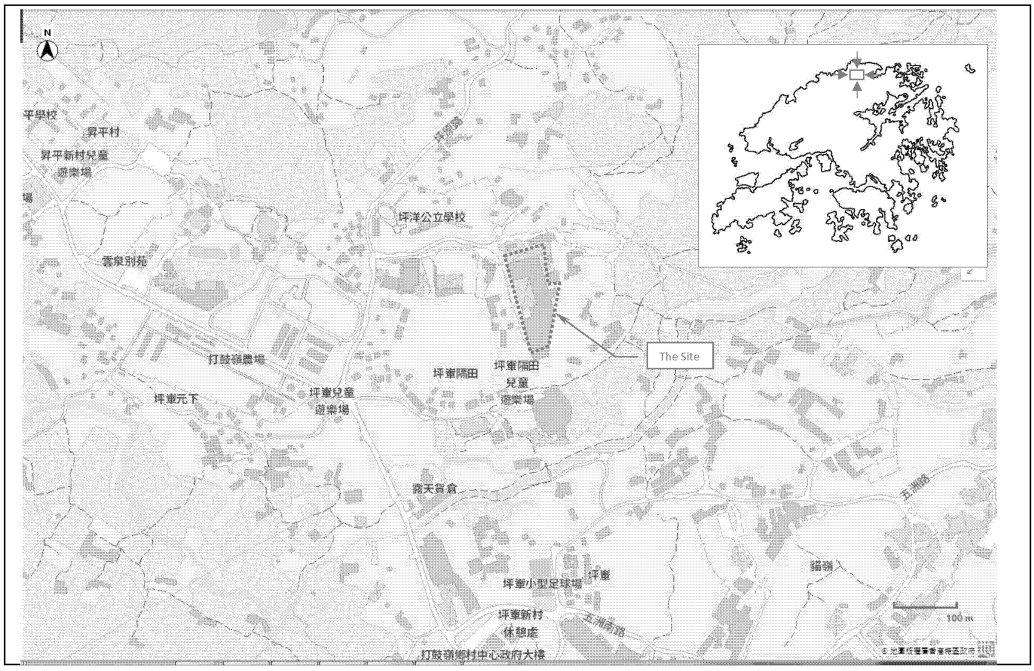
Site Location Plan



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消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong

本處檔號 **OUR REF.** : (110) in FSD GR 6-5/4 R Pt. 32
來函檔號 **YOUR REF.** : 7076723/L26942/AW/CY/MCC/rw
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電 話 **TEL NO.** : 2733 7741

24 March 2021

SMEC Asia Limited
27/F Ford Glory Plaza,
37-39 Wing Hong Street,
Cheung Sha Wan, Kowloon, Hong Kong.
(Attn: Ms. Cleo YIP, Senior Environmental Consultant)

Dear Ms. YIP,

S16 Planning Application for
Temporary Use in Ping Che, New Territories
Request for Information of Dangerous Goods & Incident Records

I refer to your email of 22.1.2021 and subsequent email of 26.1.2021 regarding the captioned request and reply below in response to your questions.

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

Should you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(NG Wing-chit)
for Director of Fire Services

Ref. number and date should be quoted in reference to this letter
凡 提 及 本 信 時 請 引 述 編 號 及 日 期

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global experience

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Our Ref.: 60617670/0096/22/2022000061D

By Email and Hand

11 April 2022

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

Dear Sir/Madam,

Section 16 Planning Application for Temporary Concrete Batching Plant at Lot 153 (Part) in D.D. 77 in Ping Che, New Territories for a Period of 5 Years (Application No. A/NE-TKL/681)
Submission of Third Further Information

Reference is made to the captioned Section 16 Planning Application submitted on 29 June 2021, First Further Information submitted on 8 November 2021, Second Further Information submitted on 22 February 2022 and departmental comments from Environmental Protection Department (EPD) received via email dated 28 March 2022 from the Sha Tin, Tai Po and North District Planning Office of Planning Department.

On behalf of the Applicant, we hereby submit a table of responses to departmental comments (R-to-C table) (**Appendix A**) for your consideration.

In addressing comments from EPD, the Environmental Assessment (EA) report (**Appendix C**) has been updated and appended to the R-to-C table for your consideration.

In accordance to TPB PG-No. 32A, this submission of further information does not result in a material change of the nature of the captioned planning application, hence it should be accepted by Secretary of the Town Planning Board for inclusion into the application.

We sincerely hope that with the above information, it will better facilitate the Town Planning Board in favorably consider our proposed development. Should you have any queries, please feel free to contact our Ms. Sandy Wu at 3922 8140 or the undersigned at 3729 0429.

Yours faithfully,
For and on behalf of
AECOM Asia Company Ltd.

Pearl Hui

Pearl Hui
Executive Director, Urban Planning
Urbanism + Planning, Hong Kong

Encls.

Appendix A: R-to-C Table (70 copies)
Appendix C: Revised EA Report (70 copies)

c.c.
TP/N3, PlanD Attn: Ms. Michelle Chan (via Email)

APPENDIX A

Table of Responses to Departmental Comments

Section 16 Planning Application for Temporary Concrete Batching Plant within “Industrial (Group D)” Zone at Lot 153 (Part) in D.D. 77 in Ping Che for a Period of 5 Years (Application No. A/NE-TKL/681)

Further Information (3)

Table of Responses to Departmental Comments

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	Department Comments	**Responses**
1.	Environmental Protection Department (EPD) Email dated 28 March 2022 from PlanD (responsible EPD officer: Mr. Alex W.C. LYN, tel.: 2835 1117 (Env Protection Offr (Regional Assessment)32))	
1.1	It is noted that the applicant did not address some of our previous comments, in particular, our comments on air modelling and no updated air model files and Emfac calculation files have been submitted. The applicant should update these air modelling files in the current planning application instead of leaving it to the later Specified Processes License application stage so that the air quality related impacts to sensitive receivers in the vicinity can be properly addressed through the early planning stage.	The air model has been revised accordingly.
1.2	We cannot lend support to the subject application at this stage since the applicant failed to address our previous comments to demonstrate environmental acceptability of the project which may have potential environmental impact / nuisance arises from the proposed development on nearby sensitive receivers.	All the comments have been addressed. Please refer to the revised EA Report and the responses for details.
	<u>Air Quality</u>	
1.3	We note that the Consultant did not address our comments on air modelling and no updated air model files and Emfac calculation files have been submitted. The Consultant should update these air modelling files within the current town planning process so that the air quality related impacts to sensitive receivers in the vicinity can be properly appraised. Please address our previous comments on air models properly and submit the revised model files for our review.	The air model has been revised accordingly. Para. 3.6.1 has also been revised to amend the publication date of the Guidelines on Assessing the 'TOTAL' Air Quality Impacts.
1.4	Table 3-1 - Please present the prevailing AQOs which have been effective since 1.1.2022 only and delete the obsolete AQOs.	Table 3-1 has been revised to delete the obsolete AQOs.
1.5	Table 3-6 - Since the data from the North AQMS is not complete, please use the data from the Tai Po AQMS to show the past background and add a footnote to explain why the data from Tai Po AQMS, instead of North AQMS, is presented.	Table 3-6 has been revised by presenting data from Tai Po AQMS of 2020. Moreover, para. 3.5.4 has been revised to amend the description of the prevailing AQOs.
1.6	Please clarify which year of PATHv2.1 data is used in the model. Table 3-6 shows the PATHv2.1 data of year 2022 while the Emfac data of year 2023 is used for the calculation of vehicular emissions.	Year 2023 is the commencement year. The PATH v2.1 data of year 2022 has been adopted in the air model, which is considered as the worst case scenario of pollutant concentration. Bullets 1 and 3 of para. 3.7.3 of the EA Report have also been updated.
1.7	Paragraph 3.8.2 - Please use the Emfac data of year 2038 to calculate the **<u>Trips/VKT</u>**.	The Trips/VKT was calculated by the emission data of year 2022 and the traffic data of year 2038 to represent the worst case scenario.
1.8	Table 3-8 - Please delete the data for comparing to the obsolete AQOs.	Table 3-8 has been revised by deleting the obsolete AQOs.

	Department Comments	**Responses**
1.9	Figure 3-7 - Please present the contour plot of the 36th 24-hour FSP according to the prevailing AQOs.	Figure 3-7 has been revised to present the contour plot of the 36th 24-hr FSP.
	<u>Noise</u>	
1.10	RtC item 1.21(i) - We noted from your RtC that max. of 12 concrete lorry mixers per hour are considered practical to cater for max. concrete production rate of 100m3/hr with respect to their carrying capacity. Please state your response in s.4.5.5, and state explicitly in s.4.5.5 whether the max. of 12 concrete lorry mixers per hour have been confirmed by applicant to be practical in terms of business operation.	Noted and a new sentence has been added to para. 4.5.5 of the revised EA Report. For completeness, para. 4.5.8 has also been amended to confirm the max. no. of concrete lorry mixers.
1.11	RtC item 1.21(ii) - We noted from your RtC that there will unlikely be queuing of vehicles outside the site in accordance with TIA findings. Same as above, please supplement your response in s.4.5 of EA report for proper record.	Noted and please refer to para. 4.5.8 of the revised EA report for details.
1.12	RtC item 1.22 - Since the proposed CBP is a replacement of existing CBP, it is more appropriate to exclude vehicles induced from existing CBP in "Without Development" scenario. In case the concerned vehicles are included under "Without Development" scenario, you are just comparing the traffic noise levels between scenario w/ new CBP and scenario w/ previous CBP, but not comparing the noise level between scenario w/ CBP and scenario w/o CBP. The induced traffic noise impact from the proposed CBP to surroundings will hence be underestimated.	The Proposed Development aims to replace the existing CBP with a reduced maximum hourly production rate from 120m^3/hour to 100m^3/hour. Therefore, as responded previously it is not appropriate to simply exclude the vehicles induced from the existing CBP in "Without Development" scenario to avoid misunderstanding. Otherwise, it will cause a misunderstanding that there is no existing CBP. The off-site traffic noise impact summarized in paras. 4.7.5 to 4.7.7 reflects the actual off-site traffic noise impact induced by the Proposed CBP for replacing the existing CBP. Therefore, the induced traffic noise impact is not underestimated. In order to avoid misunderstanding, comparison of the noise levels between the scenarios with and without CBP should not be provided. Para. 4.7.5 has been further revised to clarify the assumption.
1.13	RtC item 1.24 - As shown in TD's letter in Appendix P, TD only provided no comment on the methodology for producing traffic forecast. As commented previously, please provide written confirmation from competent party (e.g. traffic consultant) in the EA report to confirm that TD's endorsed methodology has been adopted in preparing the traffic forecast.	The letter written by the Project Traffic Consultant on 28 December 2021 regarding the adoption of the methodology endorsed by the TD to prepare the traffic forecast has been incorporated in Appendix P of the revised EA Report.
1.14	RtC item 1.26 - The formula for angle of view correction in s.4.6.5 should be +10log(A/180) instead of -10log(A/180).	Noted and amended accordingly. Besides, the following corrections have been made: • 1st and 2nd notes: "Sound Pressure Levels" and "Sound Power Levels" have been revised to "Sound Pressure Level" and "Sound Power Level" respectively.

	Department Comments	**Responses**
		• 5th note: the acronym "S" has been revised to "A" for angle of view. • 6th note: the acronym "D" has been revised to "d" for distance. Please refer to para. 4.6.5 of the revised EA Report for details.
1.15	RtC item 1.28 - As commented previously, please list out the % on-time and no. of items in bullet points in s.4.5.5 to echo the 1st sentence in s.4.5.6. Alternatively, you may refer the reader to Appendix L for such information.	Noted. The % on time and nos. of items have been added to the bullet points of para. 4.5.5. In addition, reference to Appendix L has been added to para. 4.5.6 of the revised EA Report.
1.16	RtC item 1.32ii and Appendix L - As commented previously, the angle of view to haul roads 1 to 10 in evening-time scenario are still the same at different NSRs. Please review.	Apologise for the typo in the Excel Spreadsheet. The formulae of calculating the angles of views for IN2 to IN7 during the evening-time scenario have been corrected. Table 4.9 has also been updated. Please refer to Appendix L and Table 4.9 of the revised EA Report for details.
1.17	Section 4.5 - According to Figure 5.1 of the TIA, road improvement works at the access road from Ping Che Road to the application site is proposed (named as Traffic Improvement Scheme in the TIA). The noise impact associated with such road improvement works should be addressed in the EA report.	As mentioned in para. 5.2.1 of the TIA Report, two road improvements are proposed to be made: a) Improvement on Access Road • Extension of passing bays on the Access Road connecting the Site and Ping Yuen Road. • Provision of 2m wide footpath. b) Improvement on Ping Yuen Road – minor modification of the section of Ping Yuen Road for improving the manoeuvring of heavy vehicles. No change to the running margins of the roads will be made for the road improvement works. Therefore, there will be no change to the traffic noise impact from noise modelling point of view. Please refer to the new paras. 4.5.9 to 4.5.12 of the revised EA Report for details.
1.18	Section 4.5.5 - "Truck (Concrete Collection) indicated in Day-time Scenario 2 of s.4.5.5 is not found in Appendix L, please review and clarify.	Typo and deleted from para. 4.5.5.
1.19	Table 4.9 - Some of the predicted noise levels in the table do not tally with those in Appendix L, e.g. IN2 at Scenario 1 during day-time, IN3 at Scenario 1 during day-time.	Some of the predicted noise levels of Table 4.9, in particular those of the evening-time, have been updated.
1.20	Appendix K - For stages 1b and 1c of CN2 to CN7, the contribution from CNP081 is not considered in calculating the total predicted noise level.	Apologise for the typo in the Excel Spreadsheet. The formulae of calculating CNP081 for CN2 to CN7 have been corrected. Table 4.8 has also been updated. Please refer to Appendix K and Table 4.8 of the revised EA Report for details.

	Department Comments	**Responses**
1.21	Appendix L – i. The screening correction for IN5 at Scenario 2 during day-time period should be in negative value. ii. For day-time scenario 2 and evening-time period, some of the separation distances listed in IN4 are same as that of IN1. Please review.	i.) Noted and "2" has been changed to "-2" for IN5 of Scenario 2 during day-time. ii.) Apologise for the typo in the Excel Spreadsheet. The formulae has been updated. Table 4.9 has also been updated.
1.22	RtC item 1.33 - Our textual comments offered in the previous submission are not addressed. They are reiterated below for easy reference.	Noted with thanks.
1.23	The main text has referred the reader to incorrect appendices on several occasions, e.g. Appendix M in s.4.6.11 should be Appendix N; Appendix O in s.4.7.5 should be Appendix P. ii. Section s.4.6.5 - For angle of view, should the abbreviation be "A" rather than "S"?	Noted and all the typos including "S" which should be "A" in para. 4.6.5 have been corrected. In addition, a few improvements to the main text have also been made.
	<u>Waste Management and Land Contamination</u>	
1.24	Rtc item (1.47) - Our previous comment was not addressed. The relevant wordings were still found in Appendix R. Please review.	Noted and the following amendments have been made to Appendix R of the revised EA Report: a) The interpretation of contamination for each historical aerial photograph has been deleted to avoid misleading. b) Direction of north has been provided for the photographs without indication previously. c) The label of "the Site" has been provided to the photograph of 1987, and its typo "1986" has been amended to "1987". d) Descriptions of the aerial photographs have been rephrased for improvement. The description of aerial photograph in November 1995 in Table 7-1 has been amended to include the concrete batching plant to the northern part of the Site.
1.25	Section 6.2.7 - Please review whether or not this section should be presented under the Non-inert C&D materials.	Majority of the content of para. 6.2.7 was repeated in paras. 6.2.14 and 6.2.15 (renumbered as 6.2.13 and 6.2.14 of the revised EA Report). Therefore, para. 6.2.7 has been deleted. The description about non-inert waste other than metal with an amount of no more than 2 tonnes has been added to para. 6.2.15 under Sub-title Non-Inert C&D Materials of the revised EA Report. Building waste of 2 tonnes has also been deleted from Table 6-1 for consistency.
1.26	Sections 6.2.20 and 6.2.30 - Please adopt the latest statistics figures for the estimation of general refuses to be generated.	Noted and the figures of Monitoring of Solid Waste in Hong Kong 2020 (or Waste Statistics for 2020) published in December 2021 have been adopted. Please refer to paras. 6.2.20, 6.2.21, 6.6.23, 6.2.30, 6.2.31 and 6.2.32, as well as

	Department Comments	**Responses**
		Tables 6-2 and 6-3 of the revised EA Report for details.
1.27	Table 6-2 - Please review the estimated quantity of excavated material and building wastes.	A number of changers including adopting the new figures of the Waste Statistics for 2020 to Table 6-2 have been made according to the responses to comments #1.24, 1.25 and 1.26. Please refer to the revised Table 6-2 for details.
1.28	Table 6-3 - Please review should the "industrial waste" refer to "general refuses".	Typo, "industrial waste" should be "MSW" since MSW of Plate 2.7 of Monitoring of Solid Waste in Hong Kong is referred to. Table 6-3 has been amended accordingly. Please also refer to the revised Table 8-1.
1.29	Appendix S i. Photo 2: Please clarify what chemicals were stored in the chemicals store. ii. Photo 6: Please provide photos showing the ground condition. iii. Photo 9: Please provide more photos showing the condition of the secondary containment and the ground conditions of the diesel storage area.	i.) Storage of hydraulic fluid containers was observed. Please refer to the amended description of Photo 2 of Appendix S. ii.) It is not practicable to take photo for the ground condition because the gap between the metal enclosure and the machinery of ground hopper, and hand holding with camera putting into the gap is strictly not allowed for safety reasons. Photo for the ground condition will be tried to be taken when removing the structure during Phase 1 of the Proposed Development. iii.) The photos including Photo 9 were taken during the site visits 2019 and 2020 respectively, and it is not practicable to take proper photograph for the ground condition underneath the diesel drums shown on Photo 9, until the rack for placing diesel drums will be removed during Phase 2 of the Proposed Development. Therefore, photos will be taken to show the updated conditions during Phase 1, and will be reported in the CAP of Phase 1 as recommended in para. 7.5.1 of the EA report.
	Water Quality	
1.30	S.5.3.12 (RtC 1.37): While RtC responded S.5.3.11 - S.5.3.12 has been revised, only S.5.3.11 was updated. Would it be "...3000L **(=3m^3)** ..."?	Noted and "…3,000L" has been amended to "…3,000L or 3m^3".
1.31	S.5.4.1 (RtC 1.38): Our previous comment was not addressed. Please revise the subheading as "Demolition and Construction Phases", similar to that for S.5.3.1.	Noted and amended accordingly.

8 April 2022

APPENDIX C

Revised Environmental Assessment Report

SMEC

Member of the Surbana Jurong Group

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D05 Environmental Assessment Report

Section 16 Application for Temporary Concrete Batching Plant in Ping Che, New Territories

Reference No. 7076723
Prepared for Doran (Hong Kong) Ltd
7 April 2022

SMEC INTERNAL REF. 7076723

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Revision Number:	3

Revision History

REVISION NO.	DATE	PREPARED BY	REVIEWED BY	APPROVED BY
0	7 April 2021	Various	Cleo YIP	Antony WONG
1	11 October 2021	Various	Cleo Yip	Antony WONG
2	8 February 2022	Various	Julie CHAN	Antony WONG
3	7 April 2022	Various	Julie CHAN	Antony WONG

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Important Notice

This report is confidential and is provided solely for the purposes of supporting Section 16 Application for Temporary Concrete Batching Plant in Ping Che, New Territories. This report is provided pursuant to a Consultancy Agreement between SMEC Asia Limited ("SMEC") and Doran (Hong Kong) Ltd, under which SMEC undertook to perform specific and limited tasks for Doran (Hong Kong) Ltd. This report is strictly limited to the matters stated in it and subject to the various assumptions, qualifications and limitations in it and does not apply by implication to other matters. SMEC makes no representation that the scope, assumptions, qualifications and exclusions set out in this report will be suitable or sufficient for other purposes nor that the content of the report covers all matters which you may regard as material for your purposes.

This report must be read as a whole. Any subsequent report must be read in conjunction with this report.

The report supersedes all previous draft or interim reports, whether written or presented orally, before the date of this report. This report has not and will not be updated for events or transactions occurring after the date of the report or any other matters t might have a material effect on its contents or which come to light after the date of the report. SMEC is not obliged to inform you of any such event, transaction or matter nor to update the report for anything that occurs, or of which SMEC becomes aware, after the date of this report.

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1 INTRODUCTION

1.1 Project Background

1.1.1 A temporary Concrete Batching Plant ("CBP") is planned to be erected at part of Lot 153 in DD77 ("the Site") zoned "Industrial (Group D)" ("I(D)") under the Approved Ping Che and Ta Kwu Ling Outline Zoning Plan ("OZP") No. S/NE-TKL/14. After erecting and commissioning the proposed temporary CBP, the operation of the existing CBP located at the same lot will be ceased and then demolished. In order to obtain an approval from the Town Planning Board ("TPB") for the proposed temporary CBP, a planning application (Application no.: A/NE-TKL/639) which the application boundary did not include the aforementioned existing CBP was submitted under Section 16 of the *Town Planning Ordinance* ("TPO") on 14 May 2020. Comments on the Environmental Assessment ("EA") Report prepared by SMEC Asia Ltd ("SMEC") supporting A/NE-TKL/639 were received and a revised EA Report (SMEC's ref.: 7076723/D01 rev. 1 dated 7 September 2020, "2020-EA") was attached to the Further Information ("FI") submitted on 10 September 2020. Comments on the revised EA Report were subsequently received.

1.1.2 In order to improve the future operation of the proposed CBP, it was decided to enlarge the application boundary. Therefore, the previous Section 16 application A/NE-TKL/639 was withdrawn in January 2021 and a new Section 16 application will be submitted.

1.1.3 The major changes to this new application compared with the previous one A/NE-TKL/639 include:

1. Application Boundary for this planning application will cover the existing CBP.
2. The portion of the Site with the existing.
3. CBP will comprise aggregate storage, vehicle cleaning facilities and vehicle parking.
4. Some other minor changes to the layout.

1.1.4 SMEC has been commissioned to conduct this EA Report for supporting the new Section 16 Application to address the comments on the previously submitted 2020-EA mentioned in ***paragraph 1.1.1***. It is anticipated that the changes to the results of various environmental impact assessments conducted in the 2020-EA will only be minor due to the changes mentioned in ***paragraph 1.1.3***. Notwithstanding, all the comments on 2020-EA submissions have been addressed by this EA report.

1.2 Site Description

1.2.1 The Site has been used for workshop and warehouse since 1986. The Site location is shown on ***Figure 1 1***. The Site occupies an area of approximately 7,044 m^2. The Site are mainly surrounded by open storages of other industrial uses, temporary structures and scattered village houses.

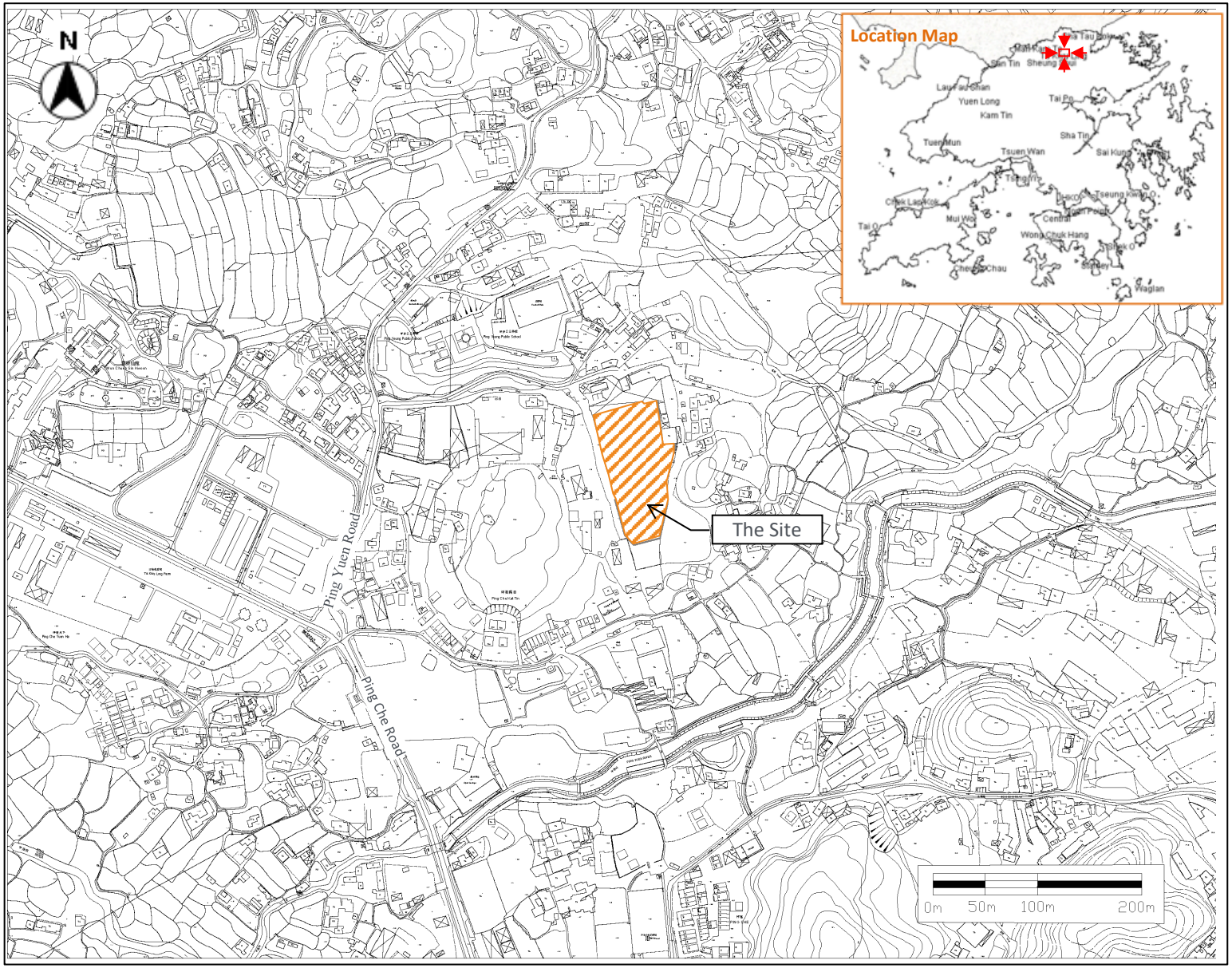
1.2.2 The operation hours of the proposed CBP will be from 07:00 to 23:00, i.e. 16 hours every day.

1.3 Objective of the Report

1.3.1 The objectives of this EA Report are to:

- Assess potential environmental impacts arising from the operation of the Plant, in terms of air quality, noise, water quality and waste management.
- Recommend appropriate measures to mitigate any impacts if necessary.

Figure 1-1 Site Location and its Environs



2 SITE AND PLANT INFORMATION

2.1 Site Location and Its Environs

2.1.1 The Site with an area of approximately 7,044m^2 is located at Ping Che, Ta Kwu Ling, in the North East New Territories. The Site is mainly surrounded by open storages of other industrial uses, temporary structures and scattered village houses.

2.1.2 As mentioned in ***paragraph 1.1.1***, the operation of the existing CBP will be ceased once the proposed CBP has been erected and in operation. The existing CBP is installed with a total silo capacity of less than 50 tonnes for cementitious materials including Ordinary Portland Cement ("OPC", or cement), Pulverised Fuel Ash ("PFA"), Ground Granulated Blast-Furnace Slag ("GGBS") and silica fume. Therefore, the existing CBP does not require to apply for a Specified Process ("SP") Licence under the Air Pollution Control Ordinance ("APCO").

2.1.3 For the proposed replacement CBP, major raw materials for concrete production are also cementitious materials including cement, PFA, GGBS and/or silica fume will be stored in silos. The total silo capacity of the aforementioned cementitious materials will be not more than 450 tonnes of the proposed CBP.

2.2 Demolition and Construction Activities

2.2.1 The construction activities of the Site including demolition of the steel structures of the existing mobile CBP, site formation, foundation work by pouring concrete footing, equipment lifting, and erection of the proposed CBP structures that is composed of metal structure and constructed by welding, etc. The tentative schedule of the demolition and construction activities during the construction stage are as follows:

Phase 1 will include the construction of the new CBP with the operation of the existing CBP. The construction period of the new CBP: Approximately not more than six to nine months after obtaining the approval for this S16 planning application and the approval for all Building Department Submission (tentatively in 2023). Phase 1 will comprise the following sub-phases:

- Sub-phase 1a: Construction of northern part of the Site.
- Sub-phase 1b: Construction of southern part of the Site.

After completion of Phase 1 construction works and operation of the new CBP, the works of Phase 2 will commence, which will comprise the following sub-phases:

- Sub-phase 2a: Demolition of existing CBP tentatively commencing in 2023 for approximately six months.
- Sub-phase 2b: Construction works of the new aggregate storage area after completing demolishing the existing CBP.

2.2.2 The works of the aforementioned sub-phases will not be overlapped. The details sequence of Phases 1 and 2 construction/demolition works are summarised in ***Table 2-1*** below:

Table 2-1 Details sequence of Phases 1 and 2 Construction/Demolition Works

PHASES / STAGES	DETAILS OF WORKS
Site formation	Foundation works by pouring concrete footing
Phase 1	Equipment lifting, erection of the proposed CBP structures that is composed of metal structure and constructed by welding.
1(a)	Construction works at northern part of the Site (see ***Figure H-1*** in ***Appendix H***)
1(b)	Construction works at southern part of the Site (see ***Figure H-2*** in ***Appendix H***)
Phase 2	Demolition of the existing CBP and minor construction works of stockpiling areas of the new CBP.
2(a)	Demolition of the existing CBP composed of metal structure (see ***Figure H-4*** in ***Appendix H***)
2(b)	Construction of the aggregate storage at the new CBP (see ***Figure H-3*** in ***Appendix H***).

2.3 Process Description During Operation Phase

2.3.1 The proposed CBP will comprise one production line for concrete production. The maximum hourly production rate of the proposed CBP will be about 100m^3/hour and the operation time will be between 07:00 and 23:00.

2.3.2 The layout plans of the proposed CBP can be referred to the Planning Statement. The major component as well as the indicative Block Plan and Schematic Diagram of the proposed CBP are shown on ***Figure 2-1*** to ***Figure 2-3***. The major components of the proposed CBP Project will include the following:

- An aggregate ground receiving hopper
- Three cementitious material silos
- A mixer tower comprising a concrete mixer and weigh hoppers
- Conveyors and weigh hoppers
- Aggregate overhead ("O/H") bin
- Aggregate Storage (for emergency use)
- Wheel washing facilities
- Water silos
- A settlement tank
- A tube ice storage and an electric tube ice maker.

2.3.3 The quantities of the major components are listed in ***Table 2-2***:

Table 2-2 Quantities of the major components or equipment of the proposed CBP:

EQUIPMENT	QUANTITY
Mixer	1
Dust Collectors ("DCs") at Mixer	1

EQUIPMENT	QUANTITY
Cementitious Material Silos	3 Cement/PFA/GGBS Silo: 200 tonnes Cement/PFA/GGBS/Silica Fume Silo: 130 tonnes Cement/PFA/GGBS Silo: 120 tonnes
DCs for Cementitious Material Silos	3
DCs at other areas	2
Aggregate Ground Receiving Hopper	1
Aggregate Weigh Hopper	1
Admixture Weigh Hoppers	2
Cementitious Material Weigh Hoppers	3
Water Weigh Hopper	1
Ice Weigh Hopper	1
Aggregate O/H Bin	1
Aggregate Storage (for emergency use)	1

Figure 2-1 Major Component of Concrete Production Line

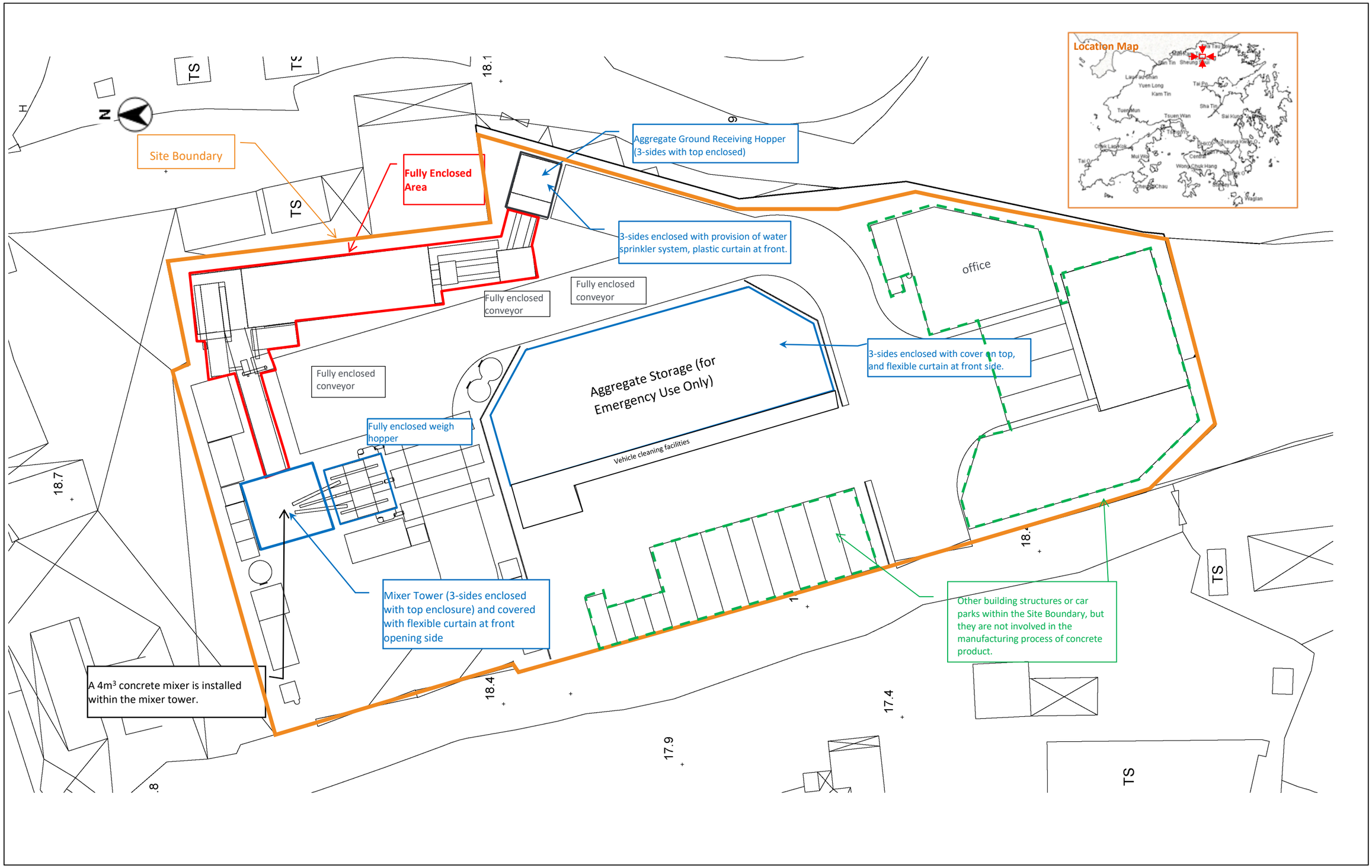


Figure 2-2 Indicative Block Plan and Locations of Emission Points

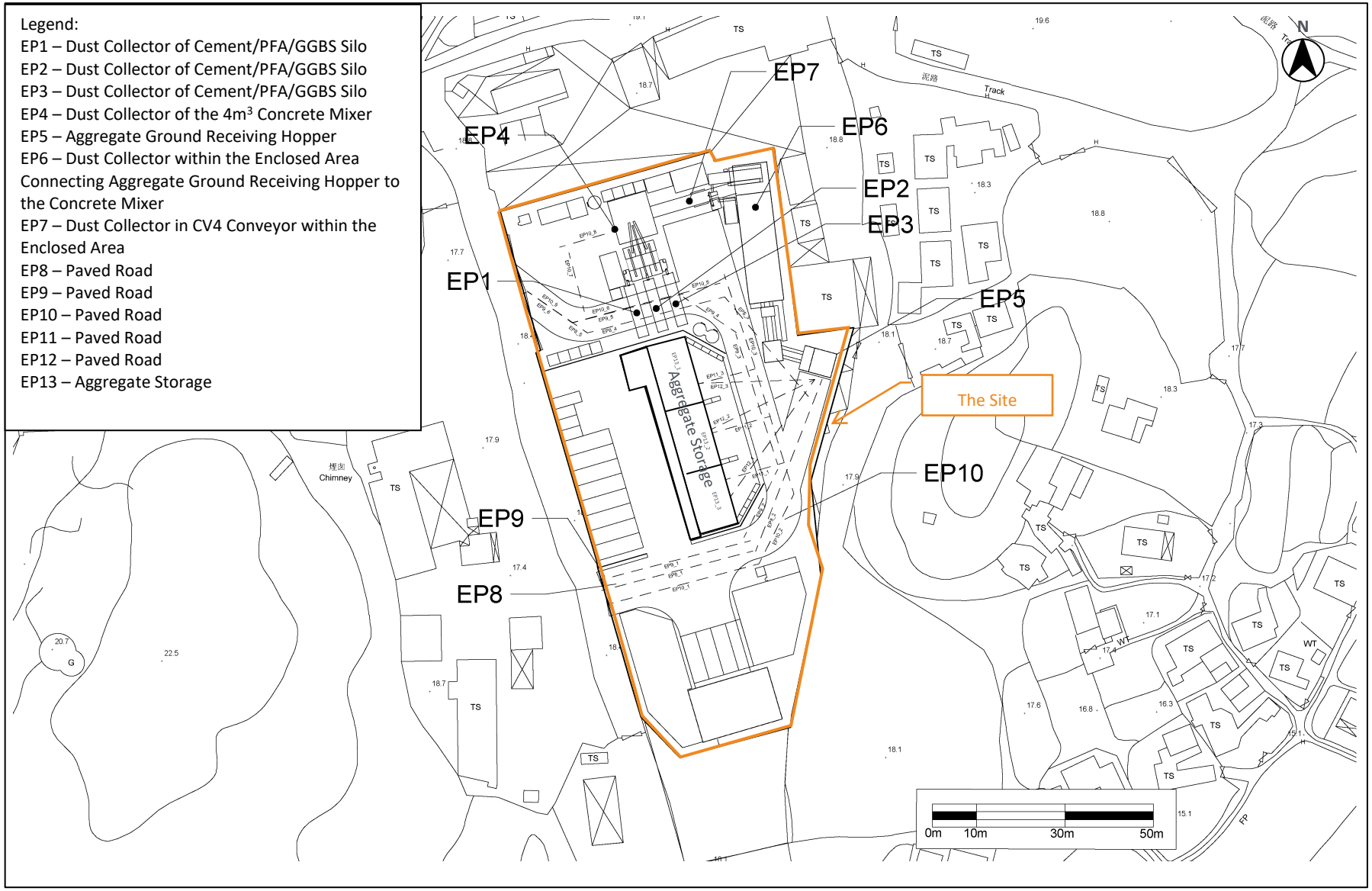
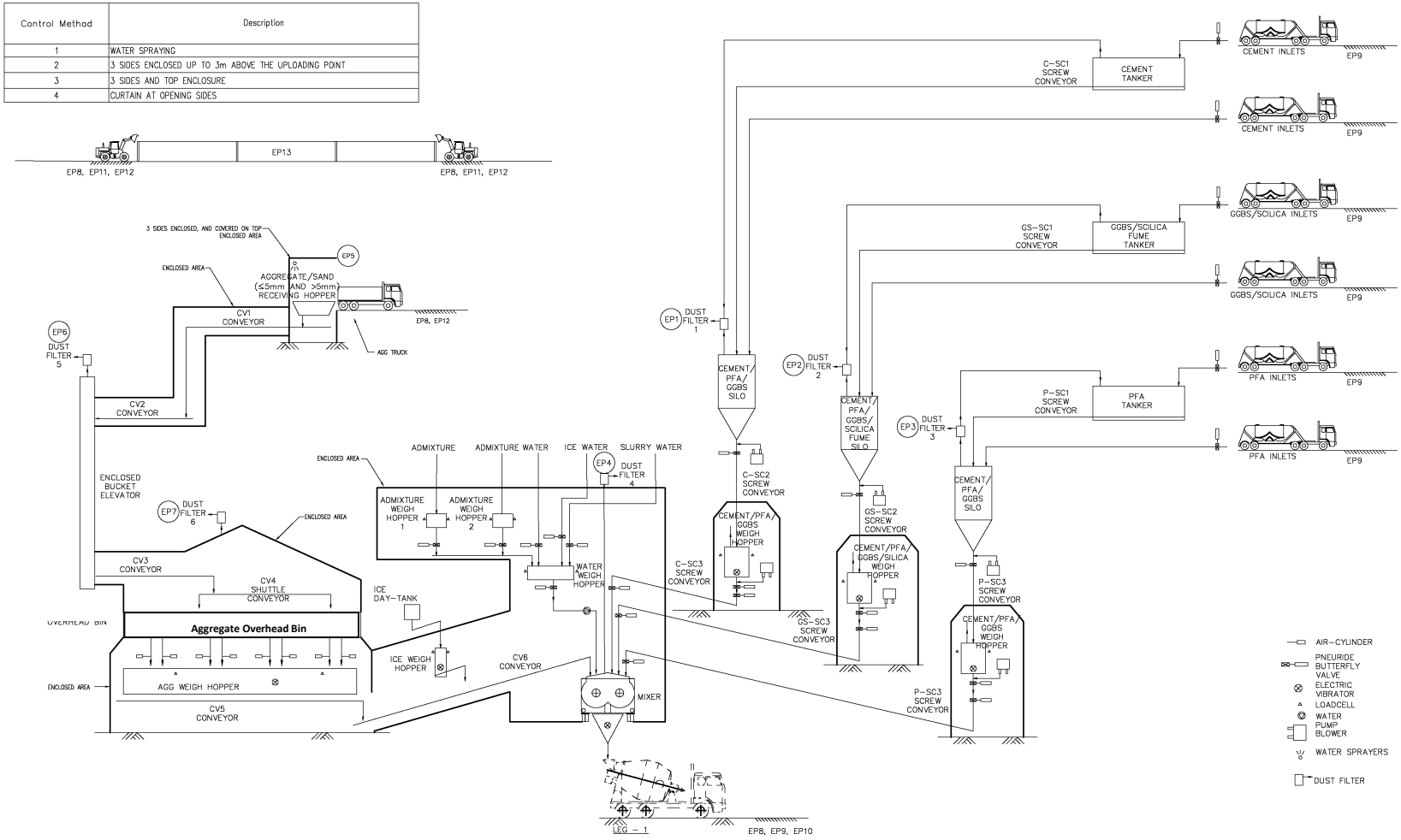


Figure 2-3 Indicative Schematic Diagram of the Proposed CBP

Emission Point	Description	Control Method	Remark
EP1 to EP7	Dust Collector (DCs)	–	Duct
EP5	Aggregate Receiving Hopper	1, 2	Fugitive
EP8 to EP12	Paved Roads	1	Fugitive
EP13	Aggregate Storage	1, 3, 4	Fugitive

EP NO.	DUST COLLECTOR NO.	BRAND	MODEL	CAPACITY	COORDINATE		LEVEL
					EAST	NORTH	
EP1	DC1	ELI	ELI-DLM-V10/10	1750 CU.M/HR	E-834667.29	N-843346.63	+31.2mPD
EP2	DC2	ELI	ELI-DLM-V10/10	1750 CU.M/HR	E-834669.55	N-843347.26	+31.2mPD
EP3	DC3	ELI	ELI-DLM-V10/10	1750 CU.M/HR	E-834671.82	N-843347.89	+31.2mPD
EP4	DC4	ELI	ELI-DLM-V15/15	2550 CU.M/HR	E-834675.16	N-843344.17	+31.2mPD
EP5	DC5	ELI	ELI-DLM-V15/15	2550 CU.M/HR	E-834694.4	N-843364.2	+30.6mPD
EP7	DC6	ELI	ELI-DLM-V15/15	2550 CU.M/HR	E-834680.8	N-843363.0	+30.6mPD

Control Method	Description
1	WATER SPRAYING
2	3 SIDES ENCLOSED UP TO 3m ABOVE THE UPLOADING POINT
3	3 SIDES AND TOP ENCLOSURE
4	CURTAIN AT OPENING SIDES



3 AIR QUALITY

3.1 Environmental Legislation and Standards

3.1.1 The following documents are referred to:

- The *Air Pollution Control Ordinance* (APCO) (Cap. 311) including the current Air Quality Objectives (AQOs) enforced since 1 January 2014.
- The *Air Pollution Control (Construction Dust) Regulation* enacted under Section 43 of the APCO.
- The *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation.*
- Chapter 9 Environment of *Hong Kong Planning Standards and Guidelines* (HKPSG).
- *A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process – Cement Works (Concrete Batching Plant) BPM 3/2(16)*" (the BMP).

APCO

3.1.2 The APCO provides statutory control of air pollutants from a variety of stationary and mobile sources. The prevailing AQOs for seven pollutants, including Sulphur Dioxide ("SO_2"), Respirable Suspended Particulates ("RSP" or "PM_{10}"), Fine Suspended Particulates ("FSP" or "$PM_{2.5}$"), Nitrogen Dioxide ("NO_2"), Ozone ("O_3"), Carbon Monoxide ("CO") and Lead ("Pb"), are shown in shown in ***Table 3-1***.

Table 3-1 Hong Kong Air Quality Objectives

POLLUTANT	AVERAGING TIME	PREVAILING AQOs	
		CONCENTRATION LIMIT [i] (µg/m³)	NUMBER OF EXCEEDANCES ALLOWED
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	50	3
Respirable Suspended Particulates (RSP or PM_{10}) [ii]	24-hour	100	9
	Annual	50	N/A
Fine Suspended Particulates (FSP or $PM_{2.5}$) [iii]	24-hour	50	35
	Annual	25	N/A
Nitrogen Dioxide (NO_2)	1-hour	200	18
	Annual	40	N/A
Ozone (O_3)	8-hour	160	9
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
Lead (Pb)	Annual	0.5	N/A

Notes:

1. All measurements of the concentration of gaseous air pollutants, i.e., sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.
2. RSP means suspended particles in air with a nominal aerodynamic diameter of 10µm or less.
3. FSP means suspended particles in air with a nominal aerodynamic diameter of 2.5µm or less.

4. The 8-hour mean of CO concentration is calculated based on Item 9 of Schedule 5 of APCO. The maximum daily 8-hour mean concentration of CO in air is selected by examining 8-hour running averages, calculated from CO hourly data and updated each hour, that is:
   (a) the first calculation period for a day is the period from 5pm on previous day to 1am on that day.
   (b) the last calculation period for a day is the period from 4pm to 12 midnight on that day.

3.1.3 Under Section 14 of the APCP, a licence shall be obtained to operate a Specified Process (SP) of Schedule 1 of APCO. In accordance with Schedule 1 of APCO, a cement works in which the total silo capacity exceeds 50 tonnes and in which cement is handled is classified as a SP.

Air Pollution Control (Construction Dust) Regulation

3.1.4 Enacted under Section 43 of the APCO, the *Air Pollution Control (Construction Dust) Regulation* defines notifiable and regulatory works to ensure effective dust abatement measures have been properly implemented to reduce dust emissions for a number of construction activities.

3.1.5 The Regulation requires that any notifiable work[Ref.#1] shall give advance notice to EPD, and the contractor shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

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

3.1.6 This Regulation requires Non-road Mobile Machinery (NRMM), except those exempted, to comply with the prescribed emission standards. All regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by EPD. Only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.

HKPSG

3.1.7 The AQOs shall be achieved as soon as reasonably practicable and every planning effort should be made to reduce the air pollution emitters in those areas with exceedances of AQOs.

BPM

3.1.8 The BPM recommends a number of control measures. In addition, emission from non-fugitive fixed emission points in the specified and associated processes shall not:

- Exceed the concentration limits set out in ***Table 3-2***.
- Appear to be as dark as or darker than Shade 1 on the Ringelmann Chart when compared in the appropriate manner with the Ringelmann Chart or an approved device.

Table 3-2 Concentration Limit

POLLUTANT	CONCENTRATION LIMIT (mg/m^3)[NOTE 1]
Particulate Matter	10

Note:

1. The air pollutant concentration is expressed at reference conditions of 273K temperature, 101.3 kPa pressure, and without correction for water vapour content. Introduction of dilution air to achieve the emission concentration limit shall not be permitted.

3.2 Identification of Air Pollution Sources

[1]. Notifiable works include site formation, reclamation, demolition of a building, work carried out in any part of a tunnel that is within 100m of any exit to the open air, construction of the foundation of a building, construction of the superstructure of a building and road construction work.

Demolition and Construction Phases

3.2.1 During demolition stage, the structures of the existing CBP most of which are steel structures will be dismantled and most of the current paved area will not be removed. Construction phase will comprise two major phase, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation. Each major phase will include sub-phases. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. Minor excavation for construction of aggregate storage area will be carried out. Therefore, dust arising from the aforementioned construction and demolition works including the minor excavation works will be minimal. During construction stage, no site formation work will be required and it will only involve the erection of steel structures. Since all the structures of the proposed CBP will be precast and the construction will mainly involve assembling works, it is anticipated that potential dust impact generated will be negligible.

Operation Phase

3.2.2 The works and equipment of the proposed CBP for concrete production will be solely driven by the mains electricity supply. Therefore, particulate matters, i.e., Respirable Suspended Particulates ("RSP" or "PM_{10}"), Fine Suspended Particulates ("FSP" or "$PM_{2.5}$"), and Nitrogen Dioxide ("NO_2") will be the major air pollution concerns during the operation of the CBP. Particulate Matters ("PM") including RSP and FSP are the major pollutants that will be generated during the operating activities of the CBP including transferring and handling of dusty materials, fugitive dust emissions from vehicle movements and dust emissions from Dust Collectors ("DCs"), as well as vehicular emissions from open road networks within the 500m Study Area. On the other hand, NO_2 will be emitted from tailpipe emissions during the vehicle travelling within the CBP and also from open road networks within 500m Study Area. The Emission Points ("EPs") listed in ***Table 3-3*** and illustrated on ***Figure 3-1*** will be the major sources of RSP, FSP and NO_2 during the operation of the CBP.

Table 3-3 Summary of Identified RSP,FSP and NO_2 Emission Points

EP	DESCRIPTION	POLLUTANTS
EP1 to EP4, EP6 and EP7	Dust Collectors (DCs)	RSP and FSP
EP5	Aggregate Ground Receiving Hopper	RSP and FSP
EP8 – EP12	Paved Roads	RSP, FSP and NO_2
EP13	Aggregate Storage	RSP and FSP

3.2.3 The proposed product catalogues of the DCs to be adopted in the proposed CBP are shown in ***Appendix A***.

3.3 Emission Control Measures

3.3.1 The major potential emission sources during concrete production rate are fugitive dust emissions generated from loading, unloading, handling, transferring and storing activities. As no diesel generator is needed, there will be no emissions associated with combustion of Ultra-Low Sulphur Diesel ("ULSD"). RSP and FSP are the major air/dust emissions that will arise from the production of concrete.

3.3.2 The mitigation measures implemented at each EP are summarised in ***Table 3-4***, below.

Table 3-4 Summary of Emission Point Sources

EP	DESCRIPTIONS	MITIGATION MEASURES
EP1 to EP4, EP6 and EP7	Dust Collectors (DCs)	• Dust collectors shall be installed at the silos and silos shall be equipped with high level alarms to warn of over filling. Seating of pressure relief valves of all silos shall be checked at least once a week. Dust accumulated shall be properly handled. • During unloading of cement/PFA/GGBS/silica fume from tankers to the relevant silos via the pneumatic system, dust-laden air will be vented to the dust collector, in order to abate the dust emissions and comply with the BPM3/2(16) limit. • 3-side with top shall be enclosed and the front opening side of the Main Tower (EP4) shall be covered with flexible curtain. • The weight hopper shall be fully enclosed.
EP5	Aggregate Ground Receiving Hopper	• The receiving hopper shall be enclosed on top and 3 sides, plastic curtain shall be installed at the front. In no case shall these hoppers be used for material storage. Water spraying device shall be operated during the unloading of aggregate/crushed fines/sand.
EP8 – EP12	Paved Haul Roads	• All haul roads within the Site shall be paved and adequately wetted. • Vehicle cleaning facilities should be provided at the exit of the Site to wash off any dust/mud on the vehicles, including the wheels, prior to leaving the Site.
EP13	Aggregate Storage	• The aggregate stockpile areas with aggregate of sizes of >5mm, 10mm and 20mm will be enclosed on 3-sides with rigid wall sufficiently higher than the top of the stockpile to prevent whipping. Water sprayings shall be provided regularly to suppress dust emissions. • Stockpile areas with aggregates of size ≤5mm should be covered on top, enclosed on 3-sides. Flexible curtain shall be installed in the opening and water sprayings are provided regularly in the stockpile areas and also at the openings to suppress dust emissions.
NA	Conveyor	• The conveyor shall be fully enclosed.

3.4 Identification of Air Sensitive Receivers

3.4.1 A site visit was conducted on 7 November 2019. Based on the site visit and desktop review, the representative Air Sensitive Receivers ("ASRs") located in the vicinity of the Site have been identified. Some of the structures which were vacant/abandoned houses identified during the site visit are not considered as ASRs.

3.4.2 A number of representative ASRs have been identified within the 500m Study Area from the boundary of the Site, which are listed in ***Table 3-5***, below, and their locations are shown on ***Figure 3-2***.

Table 3-5 Representative ASRs

ASR NO.	DESCRIPTIONS	NO OF STOREYS	RECEPTOR HEIGHTS ABOVE GROUND LEVEL (mAG)	DISTANCE FROM THE SITE
ASR 1	Temporary Structure	3	1.5, 4.5 & 7.5	22.1
ASR 2	Temporary Structure	3	1.5, 4.5 & 7.5	21.6
ASR 3	Temporary Structure	3	1.5, 4.5 & 7.5	10.8
ASR 4	Temporary Structure	3	1.5, 4.5 & 7.5	52.6
ASR 5	Temporary Structure	3	1.5, 4.5 & 7.5	41.2
ASR 6	Temporary Structure	3	1.5, 4.5 & 7.5	62.6
ASR 7	Temporary Structure	3	1.5, 4.5 & 7.5	45.4
ASR 8	Temporary Structure	3	1.5, 4.5 & 7.5	42.2
ASR 9	Temporary Structure	3	1.5, 4.5 & 7.5	36.7
ASR 10	Ping Che Kat Tin Children Playground	1	1.5	55.2
ASR 12	Temporary Structure	3	1.5, 4.5 & 7.5	14.8
ASR 13	Temporary Structure	3	1.5, 4.5 & 7.5	24.6
ASR 14	Temporary Structure	3	1.5, 4.5 & 7.5	22.9
ASR 15	Temporary Structure	3	1.5, & 4.5	50.4
ASR 16	Temporary Structure	3	1.5	73.9
ASR 17	Village House, No. 505 Ping Che	1	1.5, 4.5 & 7.5	76.6
ASR 18	Village House 1, unknown	3	1.5, 4.5 & 7.5	51.8
ASR 19	Village House 2, unknown	3	1.5, 4.5 & 7.5	51.3
ASR 20	Village House, Ping Che Kat Tin 40	3	1.5, 4.5 & 7.5	99.8
ASR 21	Village House, Ping Che Kat Tin 32D	3	1.5, 4.5 & 7.5	140.6
ASR 22	Village House, Ping Che Kat Tin 23E	3	1.5, 4.5 & 7.5	185.5
ASR 23	Village House, Ping Che Kat Tin 22B	3	1.5, 4.5 & 7.5	207.0
ASR 24	Wisen Industries Ltd., Ping Che No.	1	1.5	81.2
ASR 25	Village House, Ping Che No. 507	1	1.5	64.7
ASR 26	Storage of Duran (Hong Kong) Ltd.	2	1.5 & 4.5	37.4
ASR 27	Temporary Structure (新文華電焊公	1	1.5	20.8

ASR NO.	DESCRIPTIONS	NO OF STOREYS	RECEPTOR HEIGHTS ABOVE GROUND LEVEL (mAG)	DISTANCE FROM THE SITE
ASR 28	Guadalupe Missioners, No. 508 Ping Che	1	1.5	40.0
ASR 29	Village House, No. 156 Ping Yeung	2	1.5 & 4.5	318.4
ASR 30	Temporary Structure (Storage)	1	1.5	217.0
ASR 31	Village House 4, unknown	2	1.5 & 4.5	201.0
ASR 32	Village House 3, unknown	1	1.5	217.6
ASR 33	Ping Che Children's Playground	1	1.5	309.6
ASR 34	Auto Repair Shop (冠好汽車維修)	1	1.5	291.7

3.5 Air Quality Impact Assessment

Background Air Quality

3.5.1 According to the "*Guidelines on Assessing the 'TOTAL' Air Quality Impacts*" issued by EPD, *Pollutants in the Atmosphere and their Transport over Hong Kong* ("PATH") is a territory-wide air quality model developed by EPD to estimate air pollutants concentration over the whole Pearl River Delta region including Hong Kong. The latest version of the PATH model is PATH-2016.

3.5.2 The data in year 2022 have been extracted from PATH V2.1 in Grids (38, 56), (38, 57), (39, 56) and (39, 57), which are adopted as the background pollutant concentrations for this EA study.

Assumptions Using PATH V2.1 data

3.5.3 With reference to Section 2.8 of "*Guidelines on Choice of Models and Model Parameters*" [Ref. 2] published by EPD in July 2021 suggests the adjustment of daily RSP and FSP for PATH V2.1 data are as follows:

- 10th highest daily RSP concentration: add 11µg/m^3
- Annual RSP concentration: add 10.3µg/m^3
- 19th and 36th highest daily FSP concentration: Nil
- Annual FSP concentration: add 3.5µg/m^3

3.5.4 PATH V2.1 data of background concentrations of pollutants was released by EPD in July 2021, while the prevailing AQOs have been effective since 1 January 2022. The background concentrations of RSP and FSP in 2022 are summarised in ***Table 3-6*** below.

Table 3-6 Background Concentrations of RSP and RSP in 2022 from PATH V2.1

Pollutant	Averaging Time	AQO (µg/m^3)	Data	Background Concentrations (µg/m^3) from PATH V2.1 Grids				Past Background
				(38, 56)	(38, 57)	(39, 56)	(39, 57)	
RSP	24-hour	100 (9)	Maximum	104.5	103.6	97.6	98.2	81
			10th Maximum	71.1	70.8	68.6	69.8	58
			No. Exceedance	1	1	0	0	0
	Annual	50	Average	29.3	29.6	28	28.5	24

2 Guidelines on Choice of Models and Model Parameters, https://www.epd.gov.hk/epd/english/environmentinhk/air/guide_ref/guide_aqa_model_g1.html

Pollutant	Averaging Time	AQO (µg/m³)	Data	Background Concentrations (µg/m³) from PATH V2.1 Grids				Past Background
				(38, 56)	(38, 57)	(39, 56)	(39, 57)	
FSP	24-hour	50 (35)	Maximum	86.4	85.3	80.2	80.6	66
			10th Maximum	N/A	N/A	N/A	N/A	38
			No. Exceedance	N/A	N/A	N/A	N/A	0
			19th Maximum	41.8	41.6	39.4	40.3	N/A
			No. Exceedance	N/A	N/A	N/A	N/A	N/A
			36th Maximum	27.5	28	25.6	26	N/A
			No. Exceedance	11	11	11	11	N/A
	Annual	25	Average	17.2	17.3	15.9	16.4	15
NO_2	1-hour	200 (18)	Maximum	158.7	156.5	154.3	150.1	167
			19th Maximum	116.0	115.3	102.9	96.0	106
			No. Exceedance	0	0	0	0	0
	Annual	40	Average	13.6	13.6	11.5	12.0	30

Note:

* The data of past background at Tai Po AQMS were extracted from *Air Quality In Hong Kong 2020, EPD (2021), since there is insufficient data at the nearest AQMS which is North AQMS.*

3.6 Assessment Methodology for Cumulative Impact Assessment

3.6.1 In accordance with EPD's "*Guidelines on Assessing the "'Total' Air Quality Impacts*" published in July 2021, the total air quality impacts comprise contributions from three tiers of emission sources, which include the followings:

- Tier 1 – Primary contributions which include emission sources induced by the project.
- Tier 2 – Secondary contributions which include pollutant-emitting activities in the immediate neighbourhood.
- Tier 3 – Background contributions which include pollution not accounted for by the previous two tiers.

3.6.2 Based on the above definitions, the following emissions sources have been identified as the three tiers of emission sources, which were summed up as the cumulative air quality impacts in this study.

Emissions from the Operation of the Proposed CBP (Tier 1 Emissions)

3.6.3 Emissions generated from the operation phases of the proposed CBP are the emission sources induced by the project. Hence, emission points from the CBP are identified and these EPs are considered as the Tier 1 emission and were assessed using the air dispersion model AERMOD.

Emission from the Immediate Neighbourhood (Tier 2 Emission)

3.6.4 Tier two emissions are those emissions arising from the operation of the proposed development (i.e. CBP) as well as those generated by other concurrent projects including operations of industrial plant governed under SP Licences or other chimney emissions identified within 500m Study Area. Air dispersion model AERMOD is adopted for simulating the impacts from these types of emissions on the ASRs. With reference to the Regional Office (North) of EPD's record, there is no emission identified within 500m Study Area that is governed under SP Licence. The relevant letter issued by EPD is shown in ***Appendix B***. In accordance with the approved EIA "*North East New Territories New Development Area (EIA-213/2013)*", there is one existing chimney identified within 500m Study Area. The emission from this chimney will be included in

the cumulative air quality impact assessment. The location of the chimney identified is shown in ***Figure 3-3***. The emission details are listed below.

No.	ID	Descriptions	Source Type	Fugitive/ Non-fugitive	X	Y	Ground mPD [Note 1]	Height (mAG)	Exhaust Gas Flowrate (m^3/h)	Exhaust Gas Flowrate (m^3/s)	Diameter (m)	Exit Temperature (K)	Exit Velocity (m/s)	RSP	NO_x
														Emission Rates (g/s)	Emission Rates (g/s)
1	C1	Existing Chimneys	Point	Non-fugitive	834800.0	842780.0	15.4	22	11,945.9	3.31831	0.65	373	10	0.054530	0.545300

Note
1. With reference to the Appendix 3-7 of the Approved EIA "North East New Territories New Development Areas Planning and Engineering Study – Investigation", no mPD level of the Ch
Therefore, 15.4mPD level as revealed from the basemap of Survey Mapping Office (SMO) of Lands Department is assumed.

3.6.5 Tier two emissions related to the vehicular emissions generated from the off-site traffic, i.e. open roads within 500m study area have been estimated using both the EMFAC-HK Version 4.3 developed by EPD, as well as a line source air dispersion model namely CALINE4 model developed by USEPA. EMFAC-HK Version 4.3 is a tool for estimating the emission factors for roads segment within 500m Study Area, while CALINE4 model could be used for estimating the concentrations of pollutants at ASRs generated from the tailpipe emissions of vehicles travelling along the road networks within 500m Study Area. The assumptions adopted for these two modelling tools are presented in ***Sections 3.7*** and ***3.8*** below. The open road networks within 500m Study Area that will be included in the vehicular emissions is shown in ***Figure 3-4***.

PATH V2.1 Background Concentration (Tier 3 Emissions)

3.6.6 PATH V2.1 data extracted from EPD which are projected background concentrations of different pollutants at particular PATH grids have been adopted as the background concentrations of various pollutants.

Cumulative Impacts

3.6.7 Air quality impacts arising from Tiers One, Two and Three emissions as described in ***Sections 3.6.3*** to ***3.6.5*** are summed up together to obtain the cumulative impacts of pollutants at the ASRs.

3.7 AERMOD and AERMET

3.7.1 A Gaussian dispersion model "AERMOD" has been used to estimate pollutant concentrations at ASRs. The model is originally developed by the United States Environmental Protection Agency (USEPA) and is adopted for evaluating industrial chimney releases (point sources) as well as area and volume sources.

3.7.2 "AERMET" is a meteorological pre-processor developed by USEPA and is used for organising meteorological data into a format suitable for use by AERMOD. Three stages are involved in AERMET for processing the meteorological data; the first stage extracts meteorological data and processes the data with quality assessment checks; the second stage merges all data available for 24-hour periods and stores these data in a single file; and the third stage reads the merged meteorological data and estimates the necessary boundary layer parameters for use by AERMOD.

Meteorological Conditions

3.7.3 The meteorological data modelled by using WRF in grids (38, 56), (38, 57), (39, 56) and (39, 57) at the lowest level were adopted for the air quality modelling assessment and some adjustments had been made based on the following assumptions:

1. The temperatures, wind speeds, wind directions, cloud covers, relative humidity, mean sea level pressure and mixing height extracted from the WRF were converted into format that is suitable for on-site data input in AERMET.

2. Hours 01 to 23 in WRF raw meteorological data were assumed as hours 01 to 23 in the final meteorological data file. Hour 00 of WRF is assumed as Hour 24 of the previous day in final meteorological date file.
3. With reference to King's Park Weather Station data recorded in 2015 provided by Hong Kong Observatory ("HKO"), the minimum mixing height is 131m and the maximum mixing height is 1,941m.
4. The wind speed extracted from raw WRF meteorological data which are less than 1m/s are adjusted to be 1m/s.
5. Cloud cover extracted from raw WRF meteorological data have original values ranges between 0 to 1, which are converted to unit of tenths with reference to the USEPA *AERMET User's Guide*, and the definition of CD144 format as mentioned in the *PCRAMMET User's Guide* to classify the amount of cloud cover measured in tens of percent was adopted, e.g.:
   (1) 0 = clear or less than 10%
   (2) 4 = 40% – 49%
   (3) ''-'' = overcast of 100%
6. Surface roughness was determined based on an inverse-distance weighted geometric mean for a default upwind distance of 1km relative to the measurement site.
7. 7Bowen ratio should be based on a simple unweighted geometric mean (i.e., no direction or distance dependency) for a representative domain, with a default domain defined by a 10km by 10km region centred on the measurement site.
8. Albedo should be based on a simple unweighted arithmetic mean (i.e., no direction or distance dependency) for the same representative domain as defined for Bowen ratio, with a default domain defined by a 10km by 10km region centred on the measurement site.
9. The anemometer height of the meteorological data file was set to be 9m above ground as 9m was the centre of first of 26 vertical levels of WRF data with reference to Section 4.3.1 of *EPD's Final Report of the Territory-wide Air Quality Modelling System Study*.
10. The base elevation of the anemometer adopted in the AERMOD model was assumed to be same as the mPD level of the project site which is approximately 18.2mPD as shown on the survey map provided by the Survey and Mapping Office ("SMO") of the Lands Department.

3.7.4 Surface and upper air levels meteorological data should be required and inputted into AERMET. The lowest level of WRF meteorological data at Grids (38, 56), (38, 57), (39, 56) and (39, 57) were converted to the recognised format and are adopted as the on-site data in AERMET model. The detailed assumptions of the landuse justifications, including the relevant details of sectors divided, calculation of roughness length, bowen ratio and albedo and their corresponding figures are shown in ***Appendix C***.

3.7.5 The output from AERMET consists of two parts; a file with extension ".sfc" is the surface air data; and a file with extension ".pfl" is the upper air data. Data including wind speed, wind direction and temperature in the surface air data from the output file in ".sfc" format were replaced by the original WRF data.

Particle Size Distribution

3.7.6 Particle size distributions are varied for different types of emissions. Therefore, individual particle size distributions for each emission type have been assumed as listed in ***Table 3-7,*** below, in order to better reflect actual emissions conditions.

3.7.7 No particle size distribution was adopted for Dust Collectors (DCs) including EP1 to EP4 and EP6 – EP7 (i.e. DC1 to DC6) due to these emission sources not being fugitive.

Table 3-7 Particle Size Distribution for Different Emission Types

Emission Activity	Particle Size Distribution	Reference	Applied to Emission Sources
Area sources for material loading/ unloading including aggregate storage, and feed hopper	**Mean Particle Size (µm)** / **RSP %age** / **FSP %age** 1.25 / 15% / 100% 3.75 / 42% / 7.5 / 43% / / **100%** / **100%**	Section 13.2.4.3 Aggregate Handling and Storage Piles, AP-42, USEPA.	**EP5**: Aggregate Ground Receiving Hopper EP13 Aggregate Storage
Area sources for truck movements such as Paved Road	**Mean Particle Size (µm)** / **RSP %age** / **FSP %age** 1.25 / 24.2% / 100% 6.25 / 75.8% / / **100%** / **100%**	Table 13.2.1-1 and page 13.2.1-12 of Section 13.2.1.3 of AP-42, USEPA	**EP8 – EP12**: Paved Roads

NOx to NO_2 Conversion

3.7.8 Ozone Limiting Method (OLM) was adopted for conversion of NO_X to NO_2 concentrations from the vehicular tailpipe emissions. According to EPD's Guidelines on Choice of Models and Model Parameters, a conservative 28% of tailpipe NO_X can be assumed to be NO_2 (on a mixing ratio basis) for all vehicle types. With the use of the OLM, NO_2 concentration will be estimated using the following equation:

$$[NO_2]_{pred} = 0.28 \times [NO_X]_{pred\ (CALINE4)} + \text{Minimum}\ \{0.72 \times [NO_X]_{pred(CALINE4)},\ \text{OR}\ (46/48) \times [O_3]_{bkgd}\}$$

where

$[NO_X]_{pred\ (CALINE4)}$ = the predicted NO_2 concentration obtained from CALINE4

$[NO_2]_{pred}$ = the predicted NO_X concentration

3.8 Air Modelling for Vehicular Emissions – EMFAC HK Version 4.3 and CALINE4

3.8.1 Vehicular emissions generated from tailpipe emissions from vehicles are modelled for open roads within the 500m Study Area surrounding the Site, as shown on ***Figure 3-3***. Since RSP, FSP and NO_2 are the dominant pollutants arising from vehicular emissions, these pollutants have been assessed in the vehicular emission assessment.

EMFAC HK Version 4.3

3.8.2 The latest EMFAC HK Version 4.3 developed by EPD was adopted to estimate the emission factors for pollutants RSP and FSP. The modelling mode namely EMFAC mode has been adopted in this study, which generates emission factors in terms of grams of pollutant emitted per vehicle activity (i.e. in gram/vehicle/mile). The EMFAC mode calculates a matrix of emission factors at specific values of temperature, Relative Humidity ("RH") and vehicle speed for each vehicle class/technology combination. 1-year hourly temperature and RH in 2020 purchased from HKO at Ta Kwu Ling Weather Station were adopted for input. Therefore, the minimum temperature and RH in 2020 for hour 1 to hour 24 throughout the whole year were adopted for estimating

the worst-case scenario of EMFAC HK emission factors. The types of emission processes evaluated in EMFAC-HK V4.3 mainly include emissions from running exhaust and start exhaust. Start emissions were applied for all vehicle types on Local Distributor ("LD") and on-site paved roads within the CBP. No cold start emissions were assumed for road types of Primary Distributor ("PD"), Urban Truck Road ("UT"), District Distributor ("DD"), and Expressway ("EX") as the chance of emissions generation from starting engine is low. This assumption is commonly adopted in other approved Environmental Impact Assessment ("EIA") reports. The number of trips for LD and on-site paved roads within the CBP is estimated by scaling the number of trip for vehicle class within the entire HKSAR using the ratio of VKT for DD, LD and on-site paved roads within the study area to VKT for local and rural roads within the entire HKSAR:

Trips for local and rural roads within Study Area

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

3.8.3 As emission factors (in gram/vehicle/mile) generally reduce over time as technology improves and engines become cleaner and/or pollution control device (such as catalytic converters) become more effective.

3.8.4 Calendar year 2023 in the EMFAC HK was adopted as it is the first year of the tentatively commencement year of the CBP operation. As advised by the traffic consultant, traffic flow is predicted to increase over years with a particular growth rate. Hence, the highest traffic flow within 15 years of occupation will generally be considered as the 15th year from the occupation year, i.e. 2038. On the other hand, vehicular emissions will be improved over the years as there are improvements of vehicle engines technology. Therefore, the highest emission factors will be 2023 among the 15 years after the operation of the CBP. In this connection, adopting emission rates from 2023 together with the traffic forecast data in 2038 will be considered the worst-case scenario in terms of air quality impacts, as this will be the highest emission factors and the highest traffic flow. Detailed of traffic data in 2038 adopted and emission factors estimated using EMFAC-HK are shown in ***Appendix E***. Based on the CBP operator's experience, approximately five minutes would be required to fully unload concrete to a concrete lorry mixer. Because all the trucks including aggregate trucks, concrete lorry mixers, etc., for the CBP will use the same access road, site entrance and site exit, it is not practicable for delivering raw materials when the CBP is under full production. Therefore, the predicted number of 12 veh/hour for Fixed Noise Impact Assessment is a reasonable and realistic figure, while the number of 56 veh/hour adopted in the air modelling is the worst-case scenario.

CALINE4

3.8.5 CALINE4 is a line source air dispersion model and is adopted to estimate the vehicle emission impacts based on the emission rates estimated from EMFAC HK. All major open road sources within 500m Study Area are included for the vehicular emissions assessment.

3.8.6 Since there are constraints for the height input of road sources in CALINE4 model, the following assumptions for estimating the height h_1 have been made in order to deal with this limitation:

- The formation level of the site will be about 18.2mPD, which have been assumed as a reference terrain level.
- For the roads within mPD levels lower than or equal to the reference level (i.e. 18.2mPD), their heights have been assumed as 0m.
- For those roads with mPD levels equal to or higher than 28.2mPD (i.e. 18.2mPD + 10m), their heights are assumed as 10m.
- For those roads with mPD level between 18.2mPD and 28.2mPD, its height will be equal to its height minus 18.2mPD. For example, if the road height is 25mPD, its height are input to be 25mPD – 18.2mPD = 6.8m in the model file.

3.8.7 For the road segments with vertical noise barriers, it is assumed that the traffic pollutants generated from the mitigated road sections would be emitted from the top of the noise barrier. Furthermore, the width of the mixing zone would be assumed as the actual width of the roads. On the other hand, for noise barriers with canopies (i.e. cantilever barrier) and semi noise enclosures, it is assumed that the traffic pollutants would shift by a distance equal to the covered extent of the mitigated roads.

3.8.8 From the above assumption made for estimating the h_1, together with the actual height above ground (i.e. h_0) of the road sources, the height input (i.e. h') for road sources in the CALINE4 model is equal to

- $h' = h_0 + h_1$ if $h' <= 10m$
- $h' = 10m$ if $h' > 10$

3.8.9 1-year hourly stability class data is estimated using the PCRAMMET tool developed by USEPA.

3.8.10 With the estimation of hourly stability class data, a completed set one year metrological data extracted from WRF were adopted in the CALINE4 modelling input including the following:

- Temperature
- Wind speed
- Wind direction
- Mixing height
- Stability class
- Surface roughness (Z_0) = 50cm
- Standard deviations for different stability classes: $\sigma \times (Z_0/15cm)^{0.2}$

where Stability Class A (σ_A) = 22.5°

Stability Class B (σ_B) = 22.5°

Stability Class C (σ_C) = 17.5°

Stability Class D (σ_D) = 12.5°

Stability Class E (σ_E) = 7.5°

Stability Class F (σ_F) = 3.8°

3.8.11 Considering that the site is located in rural area with mainly open workshops, mountainous area and some scattered village houses to its surrounding, hence surface roughness of 50cm for new development is adopted with reference to EPD's Guidelines on Choice of Models and Model Parameters.

3.9 Assessment Results

3.9.1 Under the conservative approach by assuming emission rates of PM, RSP and FSP are equal to the maximum allowed emission concentration of 10mg/m^3 from DCs at EP1 – EP4 and EP6 – EP7 in AERMOD modelling, as well as to adopt the highest emissions factors at 2023 coupled with the highest traffic flow in 2038 in vehicular emissions, the worst-case scenario of cumulative results of different pollutants are estimated. Cumulative pollutant concentrations are estimated by summing the impacts generated by the operation of the proposed CBP estimated by the AERMOD, the impacts from vehicular emissions estimated by CALINE4, and the background concentrations extracted from EPD's PATH-2016 data. The predicted cumulative impacts of the 10th highest daily and annual average RSP, and 36th highest daily and annual average FSP, as well as the 19th highest hourly and annual average NO_2 are shown in ***Table 3-8***, below.

3.9.2 As shown in ***Table 3-8***, the cumulative RSP, FSP and NO_2 concentrations at all representative ASRs are below the corresponding AQO limits.

3.9.3 Contour plots of the 10th highest 24-hour and annual RSP, the 36th highest 24-hour and annual FSP, and the 19th highest 1-hour NO_2 and annual NO_2 at their corresponding worst hit level are shown in ***Figure 3-5*** to ***Figure 3-8***, respectively. As shown in these figures, pollutant concentrations at all representative ASRs and other areas with sensitive uses are in compliance with their AQOs limits and not exceedance are identified.

3.9.4 Therefore, it is anticipated that the operation of the proposed CBP will not cause any unacceptable air quality impacts to its surrounding.

Table 3-8 Cumulative Air Quality Impacts at the Representative ASRs

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³					
				10th HIGHEST 24-HR RSP	ANNUAL RSP	36th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2
				COMPARED WITH CURRENT AQO					
ASR1	Temporary Structure	G/F	1.5	72.4	30.7	25.9	17.1	112.4	15.8
		1/F	4.5	72.4	30.4	25.8	17.0	111.9	15.4
		2/F	7.5	70.2	29.8	25.8	17.0	110.4	14.7
ASR2	Temporary Structure	G/F	1.5	72.5	31.4	26.1	17.3	113.1	15.8
		1/F	4.5	72.4	30.9	25.8	17.2	111.9	15.4
		2/F	7.5	70.3	30.0	25.8	17.1	110.6	14.7
ASR3	Temporary Structure	G/F	1.5	73.0	33.3	26.4	17.9	118.8	16.3
		1/F	4.5	72.4	31.9	25.8	17.5	112.5	15.7
		2/F	7.5	71.0	30.3	25.8	17.1	111.4	14.8
ASR4	Temporary Structure	G/F	1.5	72.2	29.8	25.8	16.7	114.3	14.2
		1/F	4.5	72.2	29.6	25.7	16.7	113.1	14.1
		2/F	7.5	71.9	29.3	25.7	16.7	112.2	13.8
ASR5	Temporary Structure	G/F	1.5	72.2	30.0	26.1	16.8	117.5	14.3
		1/F	4.5	72.2	29.8	26.0	16.7	115.8	14.1
		2/F	7.5	72.1	29.4	25.9	16.7	113.1	13.8
ASR6	Temporary Structure	G/F	1.5	72.1	29.0	25.9	16.5	112.4	13.6
		1/F	4.5	72.1	28.9	25.9	16.5	112.4	13.5
		2/F	7.5	72.0	28.9	25.9	16.5	112.4	13.4
ASR7	Temporary Structure	G/F	1.5	71.4	28.9	26.0	16.5	111.5	13.8
		1/F	4.5	71.3	28.9	25.9	16.5	110.6	13.8
		2/F	7.5	70.9	28.9	25.9	16.5	109.7	13.6
ASR8	Temporary Structure	G/F	1.5	69.9	28.8	25.9	16.4	112.7	14.2
		1/F	4.5	69.9	28.8	25.9	16.5	111.5	14.1
		2/F	7.5	70.1	28.8	26.0	16.5	109.8	13.8
ASR9	Temporary Structure	G/F	1.5	69.8	28.9	26.0	16.5	113.1	15.2
		1/F	4.5	69.8	28.8	26.0	16.5	111.5	14.2
		2/F	7.5	69.9	28.8	26.0	16.5	111.5	13.8

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³					
				10th HIGHEST 24-HR RSP	ANNUAL RSP	36th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2
				COMPARED WITH CURRENT AQO					
ASR10	Ping Che Kat Tin Children Playground	G/F	1.5	69.3	28.7	25.8	16.4	111.5	15.2
ASR11	Temporary Structure	G/F	1.5	70.4	29.7	26.5	16.7	112.6	15.7
		1/F	4.5	70.3	29.4	26.1	16.6	111.5	15.0
		2/F	7.5	70.1	29.1	26.0	16.6	108.1	14.2
ASR12	Temporary Structure	G/F	1.5	82.0	36.5	29.6	18.7	132.8	19.8
		1/F	4.5	77.0	33.0	27.1	17.7	111.5	17.1
		2/F	7.5	71.4	30.7	26.6	17.1	108.3	15.3
ASR13	Temporary Structure	G/F	1.5	78.2	34.2	28.9	18.2	108.7	19.2
		1/F	4.5	77.1	32.9	27.6	17.7	106.9	18.1
		2/F	7.5	72.4	31.2	27.3	17.3	106.5	16.6
ASR14	Temporary Structure	G/F	1.5	77.4	36.0	29.9	19.4	122.9	21.7
		1/F	4.5	76.1	35.1	29.5	19.2	111.1	20.2
		2/F	7.5	74.8	34.4	29.8	19.5	109.2	18.0
ASR15	Temporary Structure	G/F	1.5	72.6	31.9	28.3	18.2	113.2	18.2
		1/F	4.5	72.4	31.9	28.5	18.3	112.2	17.3
ASR16	Ping Yeung Public School	G/F	1.5	72.7	29.8	26.5	17.1	105.8	15.9
ASR17	Village House, No. 505 Ping Che	G/F	1.5	70.3	29.4	26.2	16.8	104.4	15.2
		1/F	4.5	69.8	29.5	26.3	16.9	104.2	15.0
		2/F	7.5	69.4	29.6	26.4	17.2	104.0	14.6
ASR18	Village House 1, unknown	G/F	1.5	70.2	29.4	25.8	16.8	111.2	16.2
		1/F	4.5	69.8	29.3	25.8	16.8	111.0	15.4
		2/F	7.5	69.2	29.5	25.7	17.1	106.4	14.5
ASR19	Village House 2, unknown	G/F	1.5	71.1	29.1	25.8	16.6	105.6	15.3
		1/F	4.5	70.6	29.0	25.7	16.6	105.4	14.6
		2/F	7.5	69.6	29.0	25.7	16.7	105.4	14.0
ASR20		G/F	1.5	69.0	28.6	25.7	16.3	107.6	14.9

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³					
				10th HIGHEST 24-HR RSP	ANNUAL RSP	36th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2
				COMPARED WITH CURRENT AQO					
	Village House, Ping Che Kat Tin 40	1/F	4.5	69.0	28.6	25.7	16.3	106.0	14.6
		2/F	7.5	68.9	28.6	25.7	16.3	105.8	14.2
ASR21	Village House, Ping Che Kat Tin 32D	G/F	1.5	68.9	28.6	25.9	16.3	107.8	14.6
		1/F	4.5	68.9	28.6	25.9	16.3	107.4	14.5
		2/F	7.5	68.9	28.5	25.9	16.3	106.4	14.3
ASR22	Village House, Ping Che Kat Tin 23E	G/F	1.5	69.4	28.5	25.7	16.3	109.6	15.1
		1/F	4.5	69.4	28.5	25.7	16.2	109.0	15.0
		2/F	7.5	69.2	28.5	25.9	16.3	108.1	14.7
ASR23	Village House, Ping Che Kat Tin 22B	G/F	1.5	71.9	29.0	25.9	16.5	111.5	16.6
		1/F	4.5	71.9	29.0	25.9	16.5	111.5	16.2
		2/F	7.5	71.7	29.0	26.1	16.5	109.8	15.5
ASR 24	Wisen Industries Ltd., No. 506 Ping Che	G/F	1.5	69.1	29.1	25.7	16.6	105.8	14.6
ASR 25	Village House, No. 507 Ping Che	G/F	1.5	69.5	29.2	25.8	16.7	109.8	14.9
ASR 26	Storage of Duran (Hong Kong) Ltd.	G/F	1.5	72.4	29.6	25.9	16.9	114.0	19.4
		1/F	4.5	71.6	29.4	25.8	16.7	112.7	15.7
ASR 27	Temporary Structure (新文華電焊公司)	G/F	1.5	72.2	30.0	25.9	16.9	118.8	17.1
ASR 28	Guadalupe Missioners, No. 508 Ping Che	G/F	1.5	74.2	31.0	27.0	17.6	112.0	22.3
ASR 29	Village House, No. 156 Ping Yeung	G/F	1.5	68.8	28.4	25.6	16.2	104.3	16.4
		1/F	4.5	68.7	28.3	25.6	16.2	104.1	14.8
ASR 30	Temporary Structure (Storage)	G/F	1.5	69.0	28.6	26.0	16.4	113.4	17.1
ASR 31	Village House 4, unknown	G/F	1.5	69.6	28.9	25.9	16.6	111.9	16.1
		1/F	4.5	69.7	28.8	25.9	16.5	106.2	14.9

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³					
				10th HIGHEST 24-HR RSP	ANNUAL RSP	36th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2
				COMPARED WITH CURRENT AQO					
ASR 32	Village House 3, unknown	G/F	1.5	72.4	30.5	28.1	18.0	117.9	27.0
ASR 33	Ping Che Children's Playground (坪輋兒童遊樂場)	G/F	1.5	73.5	30.6	28.7	18.2	154.3	N/A
ASR 34	Auto Repair Shop (冠好汽車維修)	G/F	1.5	69.1	28.4	25.7	16.3	115.3	18.8
Maximum Concentration (µg/m³)				**82.0**	**36.5**	**29.9**	**19.5**	**154.3**	**27.0**
Prevailing AQO Criteria (µg/m³)				**100 [9]**	**50**	**50 [35]**	**25**	**200 [19]**	**40**

Notes:

1. On the last row, the numbers in square brackets ("[]") are the maximum numbers of exceedances allowed per year.
2. Each underlined value is the maximum predicted concentration among all ASRs.
3. ASR 10 and ASR 33 are children playground and people will only have transient stay at these areas, therefore only short term NO_2 impact (19th highest hourly impact) will be assessed, while long term NO_2 impact (annual average impact) are considered not applicable.

Mitigation Measures

3.9.5 The following mitigation measures should be provided, implemented and maintained during the operation phase of the CBP:

(a) Cementitious material storage silos shall be equipped with high level alarms to warn of over-filling.

(b) Seating of pressure relief valves of all silos shall be checked at least once a week during the process of filling dusty materials into the silos to ensure no dust-laden air leakage from the pressure relief valves.

(c) A high standard of housekeeping shall be maintained to minimise generation of fugitive emissions. All spillages or deposits of materials shall be cleaned up as soon as possible.

(d) For loading ready-mixed concrete into the mixer drum of mixer trucks, the loading point shall be fitted with a flexible sleeve/chute which is long enough to enter the mixer drum hatch of the mixer trucks. The flexible sleeve/chute should be made of material capable of withstanding continuous exposure to concrete ingredients such as cement slurries and abrasive aggregates.

(e) The raw materials such as crushed rock, sand, stone aggregate shall be adequately wetted prior to and during the loading, unloading and handling operations. Effective manual or automatic water spraying system shall be provided and used at all unloading areas, stock piles and material discharge points.

(f) All receiving hoppers for unloading materials shall be enclosed on three sides up to 3m above the unloading point.

(g) Aggregates with a nominal size less than or equal to 5mm should be stored in totally enclosed structure structures such as storage bin bins and should not be handled in open area. Where there is sufficient buffer area surrounding the concrete batching plant, ground stockpiling may be used. The stockpile shall be enclosed at least on top and three sides and with flexible curtain to cover the entrance side.

(h) Aggregates with a nominal size greater than 5mm should preferably be stored in a totally enclosed structure. If open stockpiling is used, the stockpile shall be enclosed on three sides with the enclosure wall sufficiently higher than the top of the stockpile to prevent wind whipping.

(i) Closure device shall be provided on mixer trucks for preventing spillage of concrete from the concrete discharge outlet of mixer trucks.

(j) Dust accumulated in dust collectors shall be properly handled to prevent generating fugitive dust emissions.

(k) Malfunctioning or breakdown of the process or air pollution control equipment shall be dealt with promptly. Sufficient numbers of spare filter bags shall be kept in stock to allow rapid repair of dust collectors.

(l) All access road and route roads within the Site shall be paved and adequately wetted.

(m) Wheel washing facilities should be provided at the Site exit that:

- All vehicle cleaning activities shall be carried out within the Site boundary. During cleaning, the whole vehicle body shall be located within the Site boundary, and there should be no splashing of wash water to public area outside the Site boundary at all times.
- Effective wheel washing facilities and/or arrangement, such installation of adequate number of pressurised water spray nozzles, should be in place and operated to thoroughly wash down muddy materials from the vehicle body and wheels before vehicles leaving the Site exit. Where necessary, manual hosing by trained labour shall also be supplemented to ensure thorough removal of dust and no muddy water on the vehicle body and wheels.

- Effective vehicle stopping device should be installed at the cleaning area at the exit of the cleaning area inside the Site boundary to ensure sufficient time for cleaning of the vehicles.
- A slurry water handling system should be provided and operated effectively to intercept all wash water from the vehicle cleaning process. There should be a peripheral U-channel or suitable alternative to ensure no discharge or spillage of the wash water beyond the Site boundary and to prevent dust deposit accumulation on the public roads.

(n) There should be no visible run-off of sediment-laden water from the wheel washing facilities to areas outside the Site.

(o) Closure device shall be provided on mixer trucks for preventing spillage of concrete from the concrete discharge outlet of mixer trucks.

3.9.6 The mitigation measures proposed in ***Paragraph 3.9.5*** to be actually implemented for the Project would be subject to the terms and conditions agreed between EPD and the Applicant in the future, which will be governed under by the SP Licence.

3.10 Conclusion

3.10.1 With the implementation of the recommended dust control measures, the cumulative air quality impact results indicated that the operation of the proposed CBP will not pose any unacceptable air quality impacts and will fully comply with the AQOs.

Figure 3-1 Locations of Emission Points

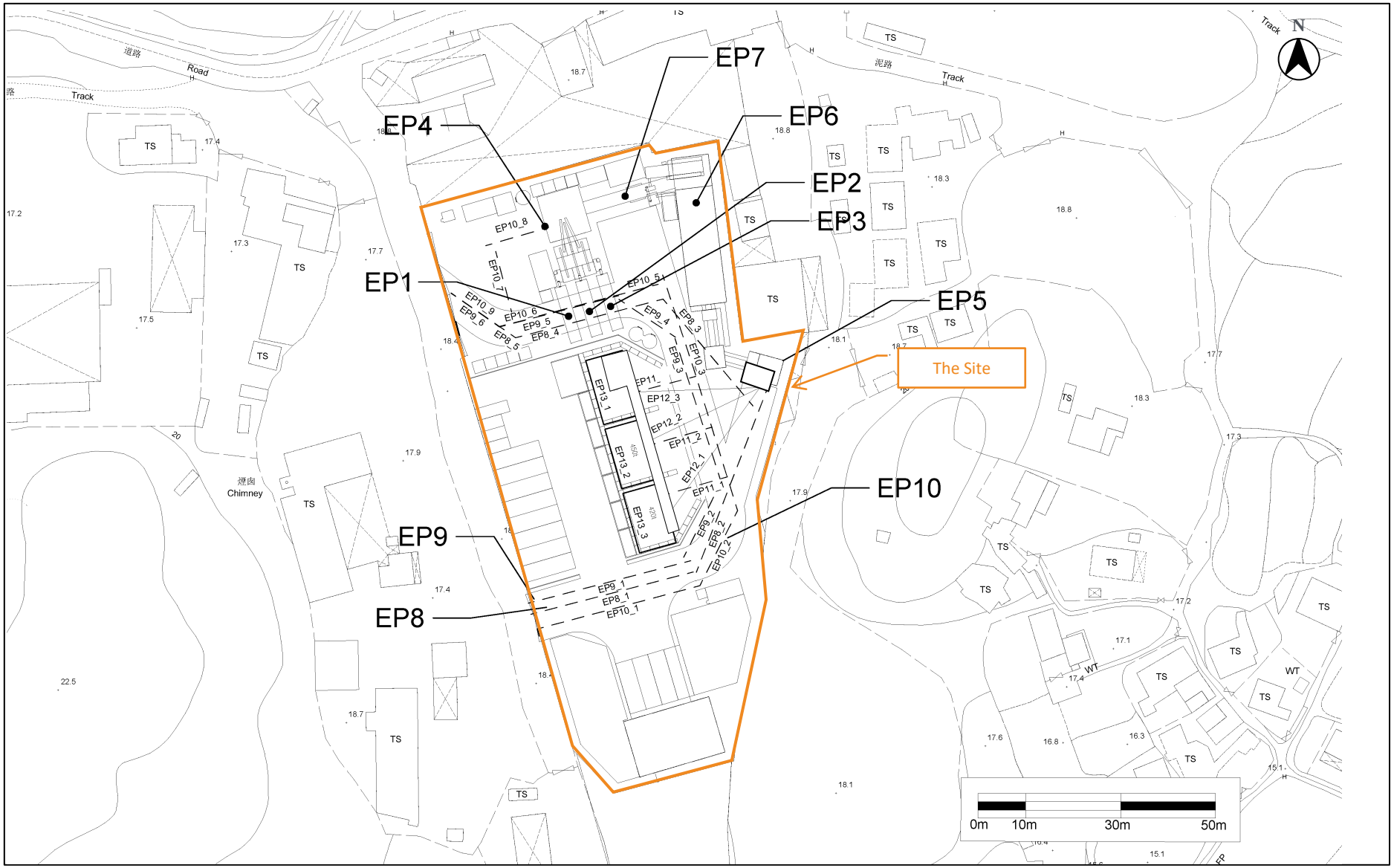


Figure 3-2 Locations of Representative ASRs

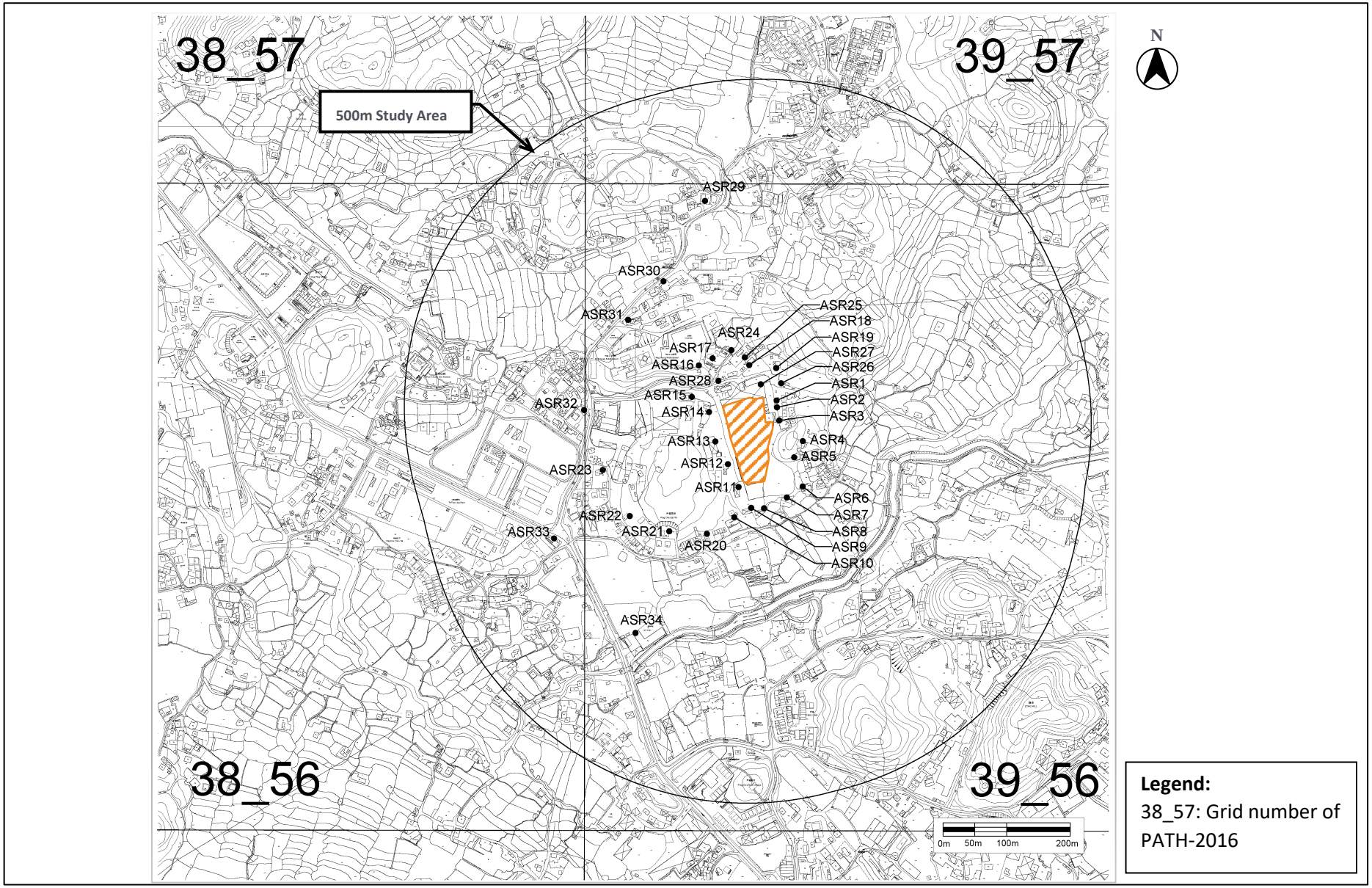


Figure 3-3 Chimney Identified within 500m Study Area

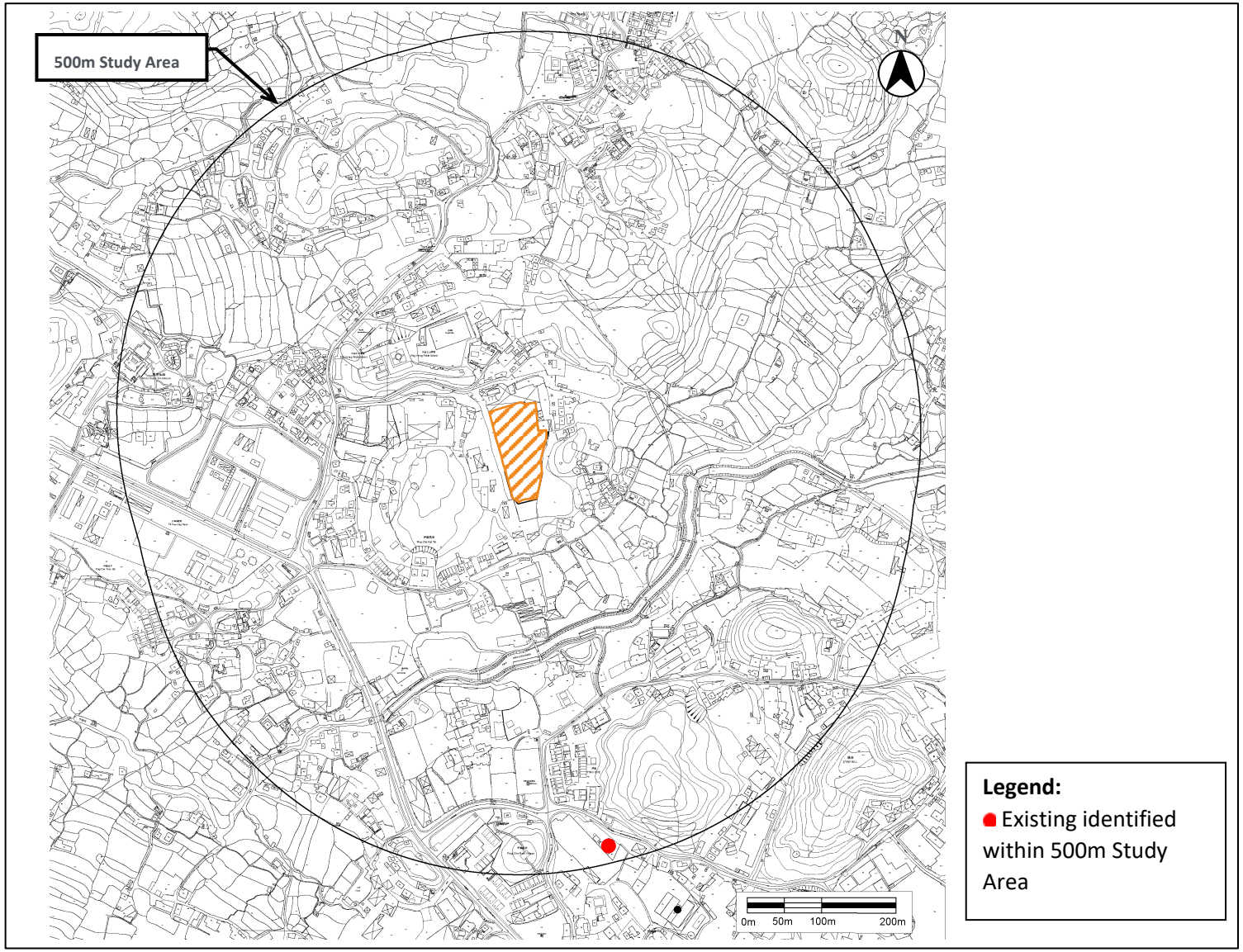
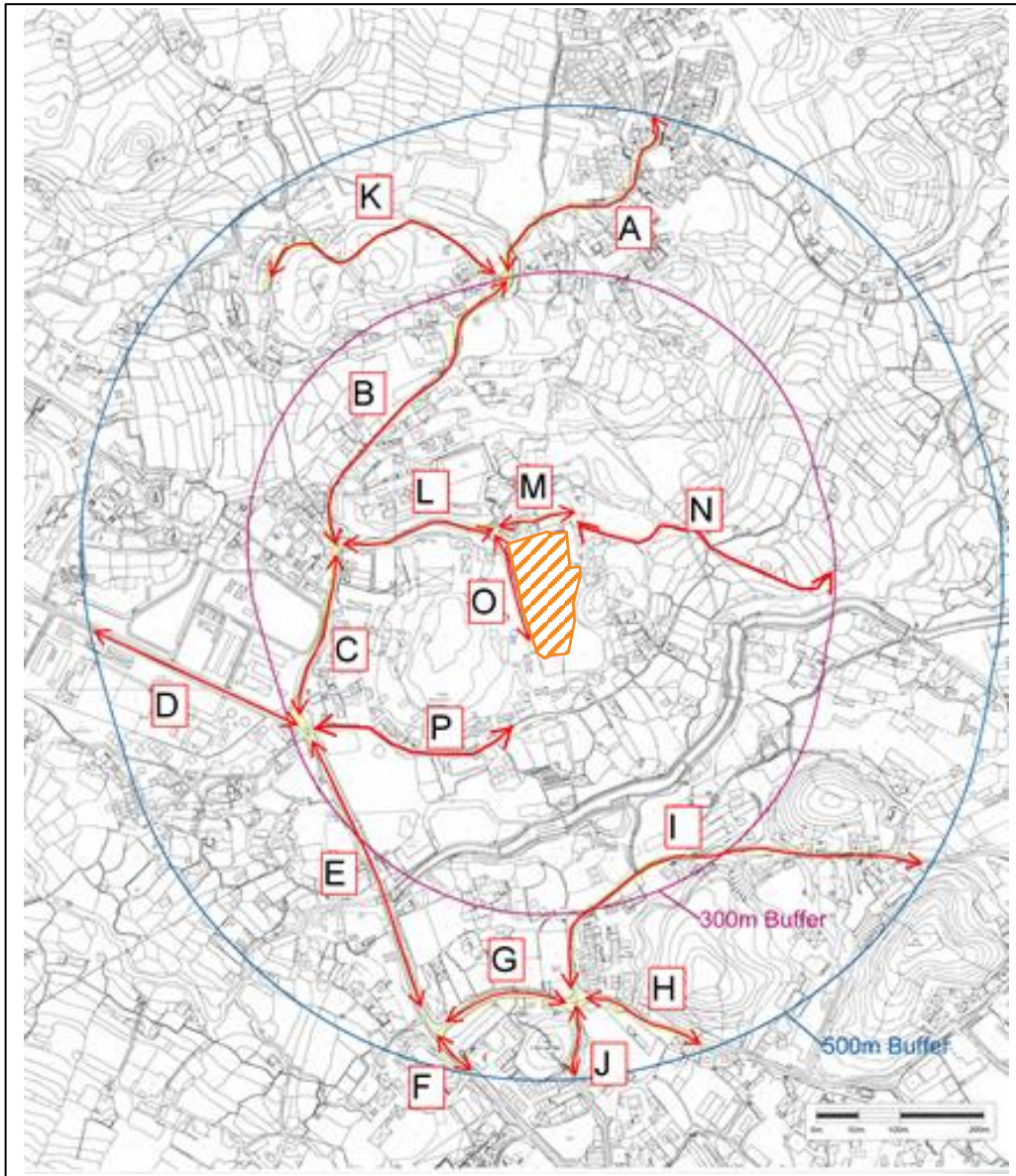


Figure 3-4 Open Road Sources for Vehicular Emissions within 500m Study Area



Road ID	Road Name
A	Ping Yuen Road
B	Ping Yuen Road
C	Ping Yuen Road
D	Ping Che Road
E	Ping Che Road
F	Ping Che Road
G	Ng Chow South Road
H	Ng Chow South Road
I	Ng Chow Road
J	Ng Chow Road
K	Unnamed Road
L	Unnamed Road
M	Unnamed Road
N	Unnamed Road
O	Unnamed Road
P	Unnamed Road

Figure 3-5 Contour Plot of the 10th Highest 24-hour RSP at 1.5mAG

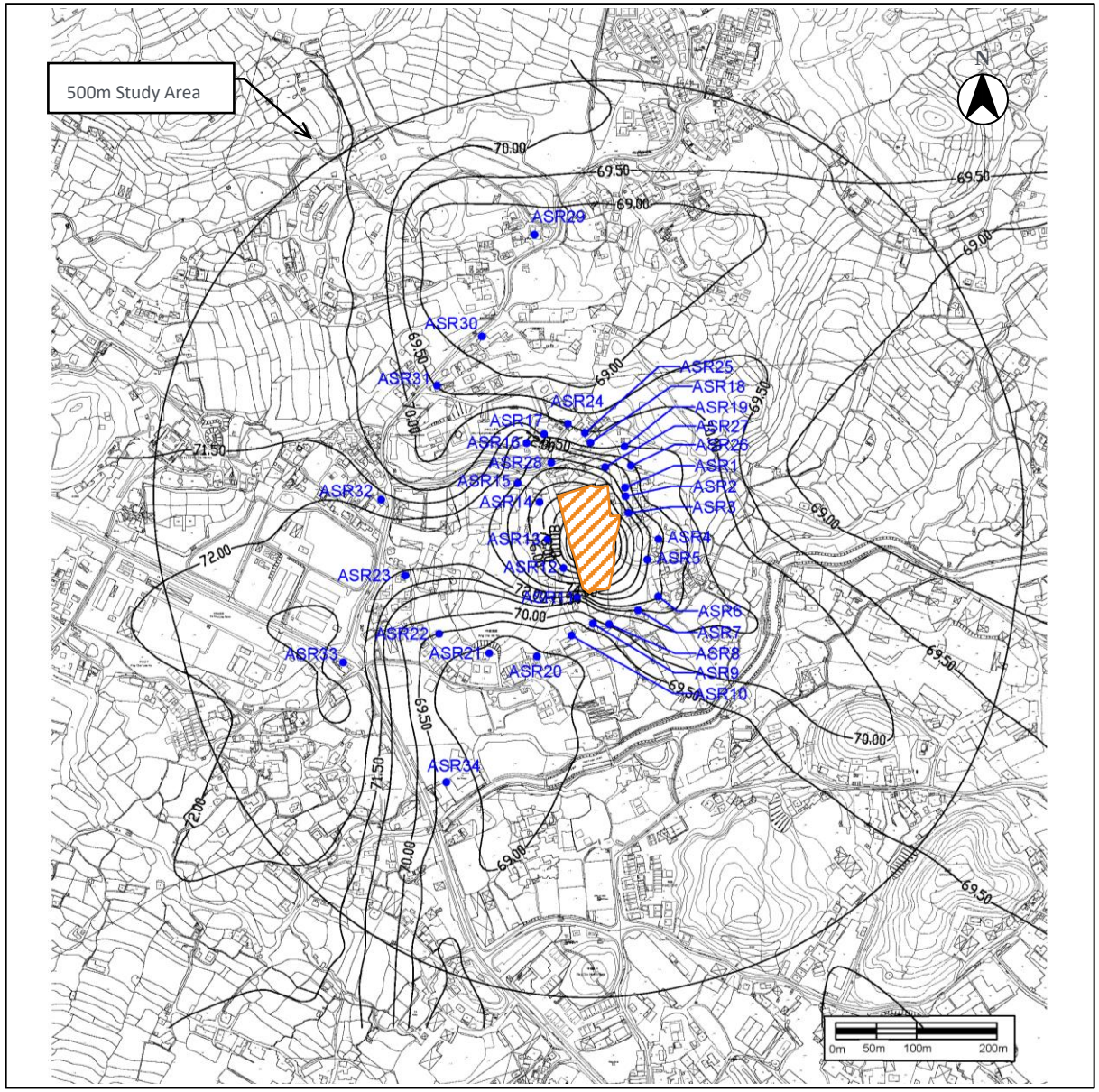


Figure 3-6 Contour of the Annual Average RSP at at1.5mAG.

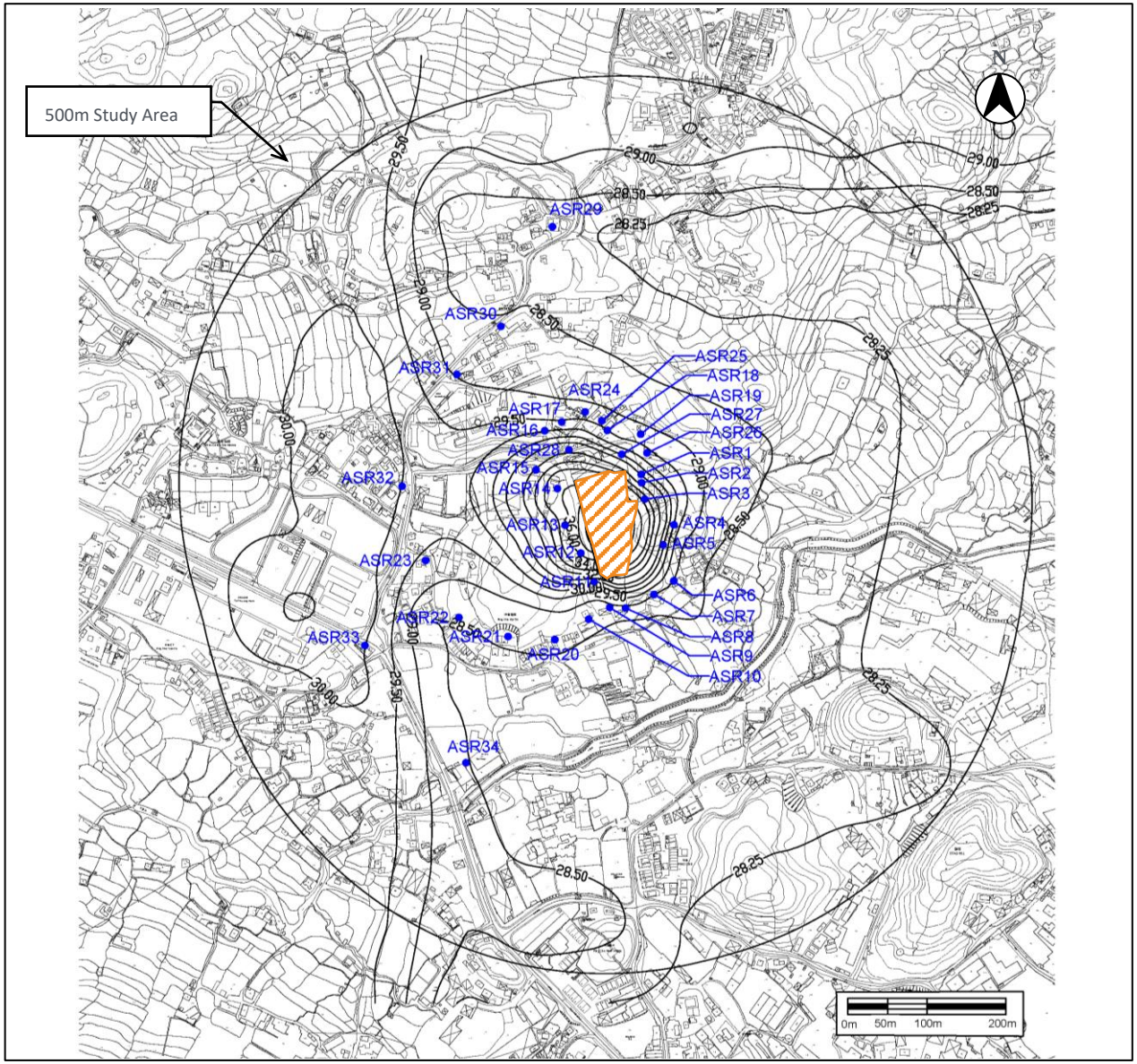


Figure 3-7 Contour Plot of the 36th Highest 24-hour FSP at 1.5mAG

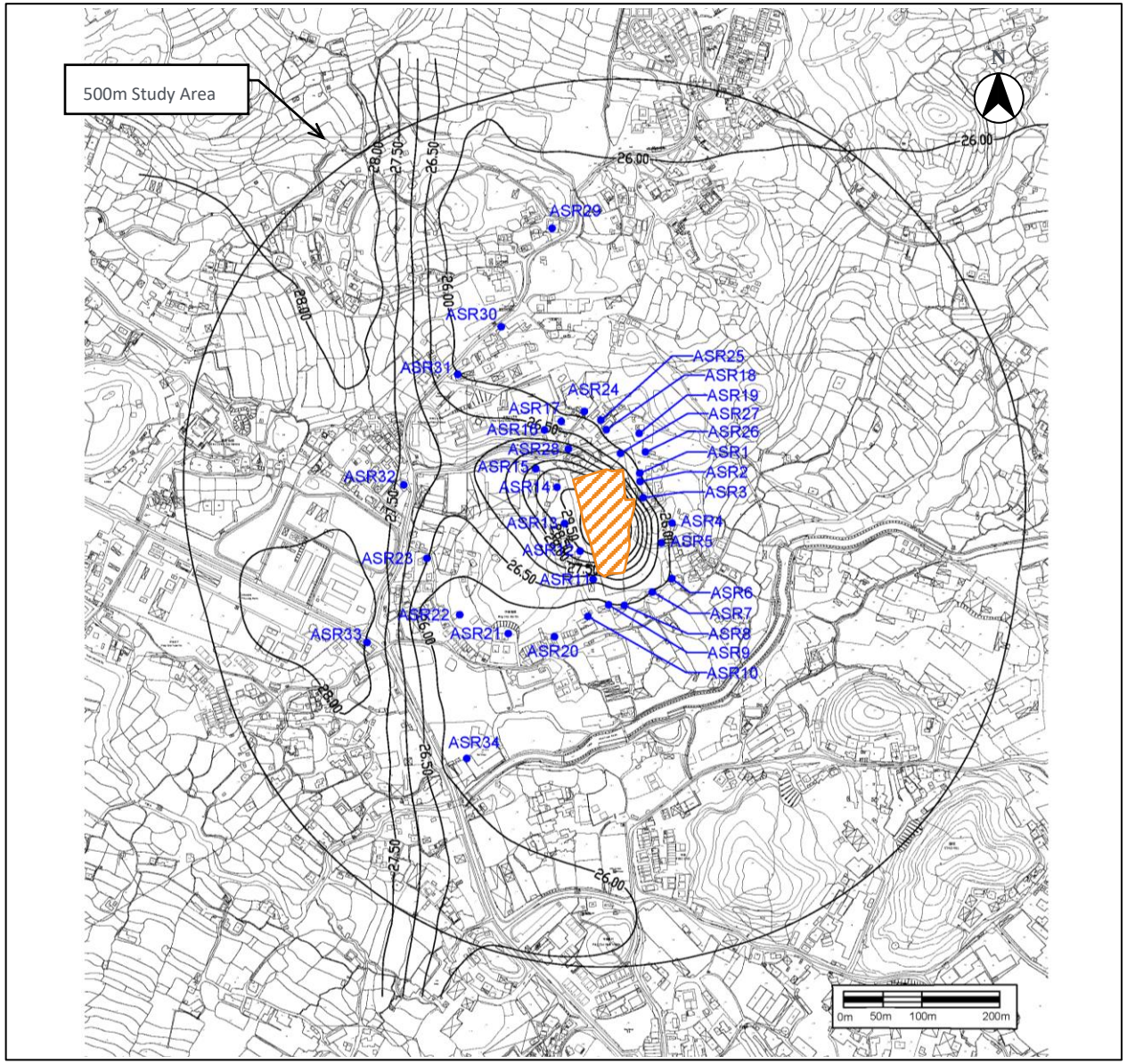


Figure 3-8 Contour of the Annual Average FSP at 7.5mAG

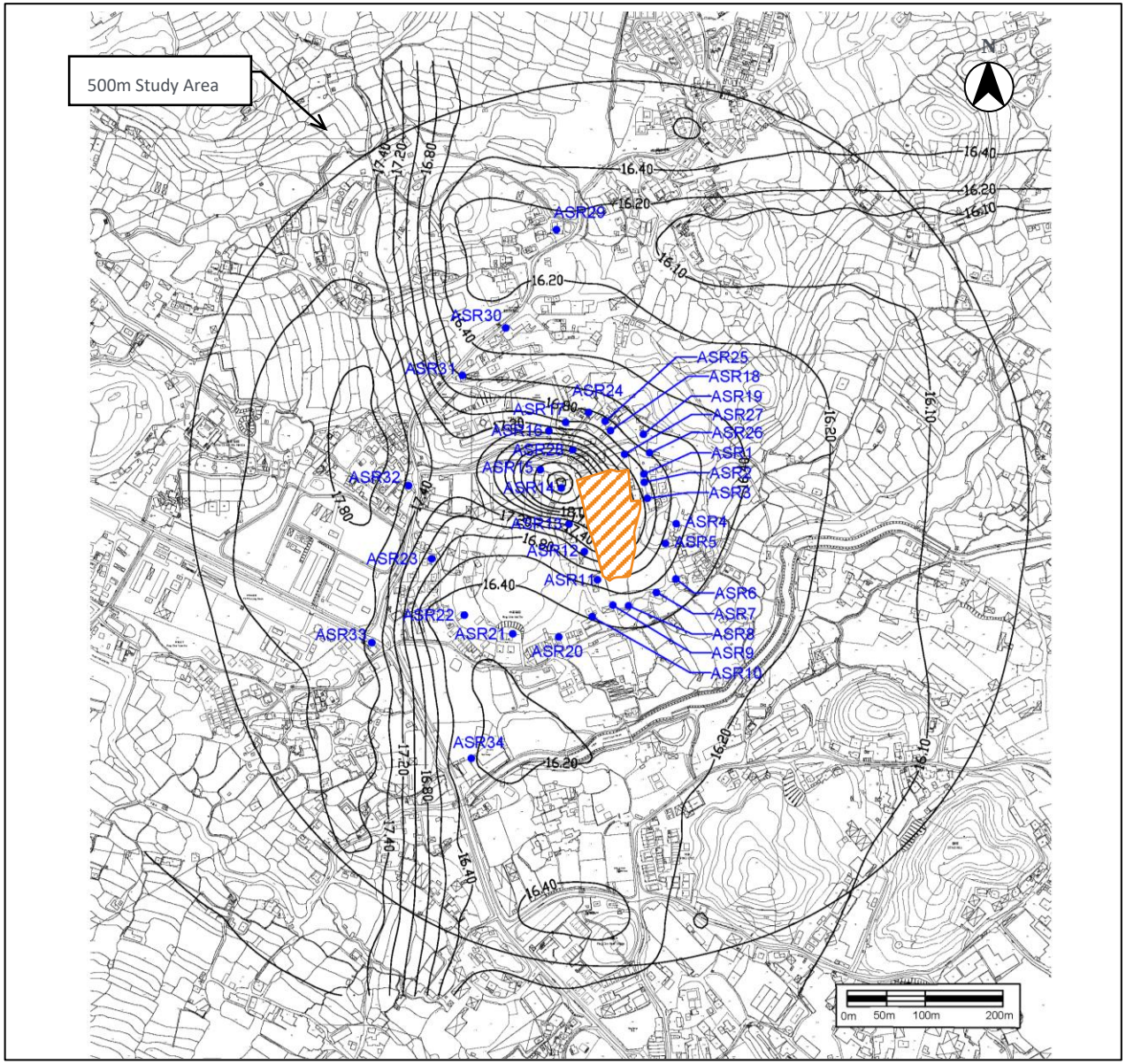


Figure 3-9 Contour Plot of the 19th Highest 1-hour NO_2 at 1.5mAG

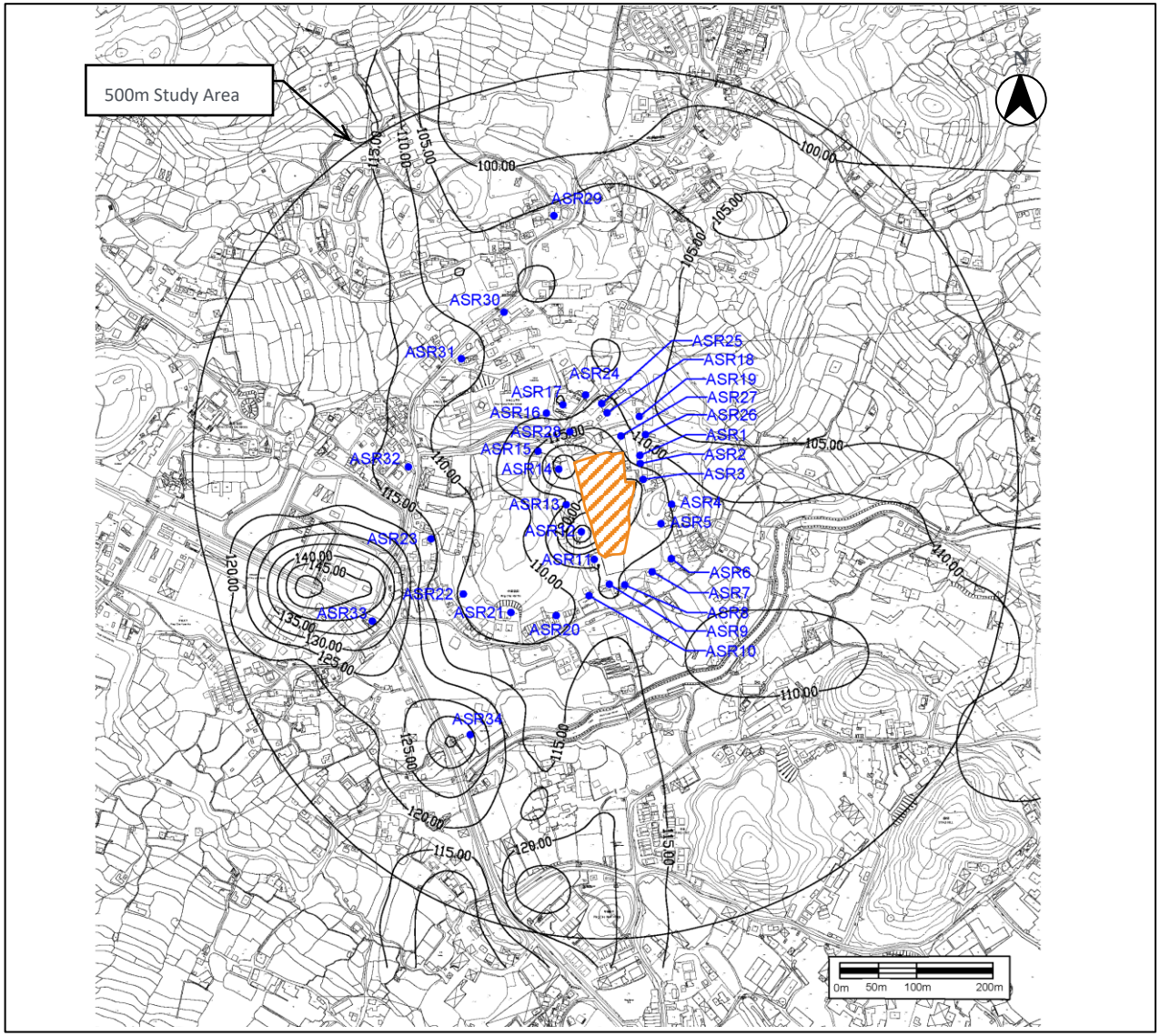
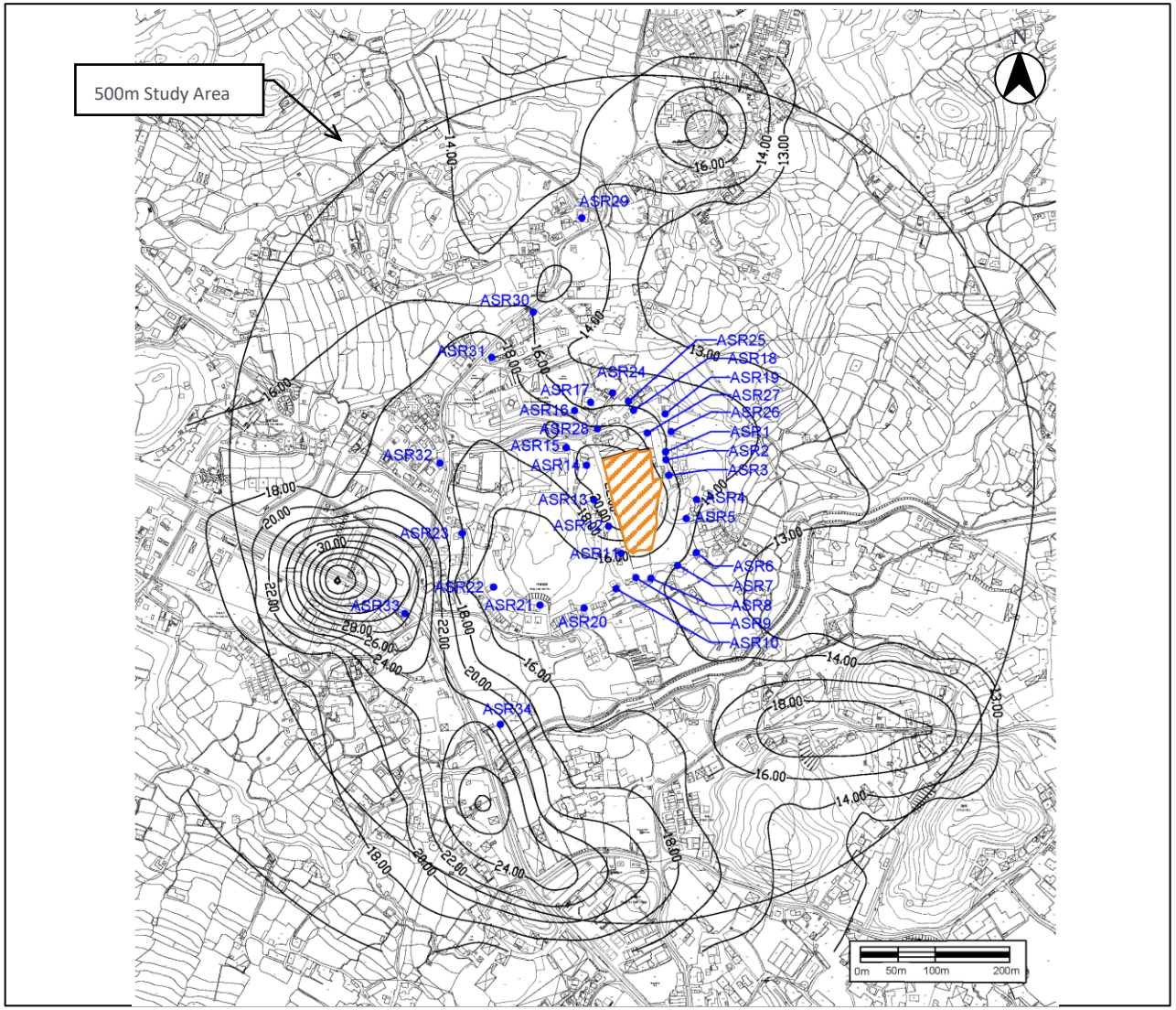


Figure 3-10 Contour Plot of the Annual NO_2 at 1.5mAG



4 NOISE

4.1 Environmental Legislation and Standards

Noise Control Ordinance (Cap. 400)

4.1.1 The main piece of legislation controlling environmental noise nuisance is the *Noise Control Ordinance* ("NCO"). The NCO enables regulations and Technical Memoranda ("TMs") to be made, which introduce detailed control criteria, measurement procedures and other technical matters. The relevant TMs include:

- Technical Memorandum on Noise from Percussive Piling ("PP-TM").
- Technical Memorandum on Noise from Construction Work other than Percussive Piling ("GW-TM").
- Technical Memorandum for the Assessment of Noise from Places other than Domestic premises, Public places or Construction Sites ("IND-TM").

4.1.2 The Site does not fall within a Designated Area ("DA") in accordance with EPD's Plan No. EPD/AN/NT-02 for Tai Po, Fanling, Sheung Shui and Sha Tau Kok. Therefore, the *Technical Memorandum on Noise from Construction Work in Designated Area* ("DA-TM") is not applicable.

4.1.3 In addition, the Contractor shall comply with the following requirements under the NCO:

- Hand-held breakers having a mass of above 10kg and any air compressor capable of supplying compressed air at 500kPa or above must be fitted with a Noise Emission Label issued under the *Noise Control (Hand Held Percussive Breakers) Regulation* and *Noise Control (Air Compressors) Regulation* of NCO.
- Construction Noise Permit ("CNP") must be applied by the Contractor from EPD for any percussive piling at any time or any other construction activities conducted within restricted hours (for all days 1900-0700 of the next days and all times on Public Holidays or Sundays) as defined in NCO.

4.1.4 There is no statutory control for noise arising from construction activities (other than percussive pilling) during normal working hours (07:00 to 19:00 from Monday to Saturday, not including public holidays). Nevertheless, *Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN2/93 Noise from Construction Activities – Non-statutory Controls* (ProPECC PN2/93) recommends a guideline to minimise the potential construction noise impact during normal hours, the $L_{eq(30min)}$ should not exceed 75dB(A) at dwelling; 70dB(A) at School except examination periods, at which the noise level should not over 65dB(A).

4.1.5 Fixed noise during the site operation is governed under IND-TM. Table 2 of IND-TM stipulated the day, evening and night time Acceptable Noise Levels ("ANLs") for Noise Sensitive Receiver ("NSR") according to its corresponding Area Sensitivity Rating ("ASR"), which is determined by Influencing Factors ("IFs") in accordance with the IND-TM as summarised in ***Table 4-1***.

Table 4-1 Acceptable Noise Levels of Fixed Noise Sources

TIME PERIOD	ANL, dB(A)		
	ASR "A"	ASR "B"	ASR "C"
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

Hong Kong Planning Standards & Guidelines (HKPSG)

4.1.6 As recommended in Table 4.1 of Chapter 9 Environment of HKPSG, the standards of road traffic noise in terms of $L_{10(1\text{-}hr)}$ for the following uses relying on opened windows for ventilation are:

- All domestic premises including temporary housing accommodation (residential): 70 dB(A).
- Hotels and hostels: 70 dB(A).
- Offices: 70 dB(A).
- Educational institutions including kindergartens, child care centres and all others where unaided voice communication is required (school): 65 dB(A).
- Places of public worship and courts of law: 65 dB(A).
- Hospitals, clinics, convalescence homes and residential care homes for the elderly: 55 dB(A).

4.1.7 HKPSG recommend the following noise criteria for planned fixed noise sources:

- 5 dB(A) below the appropriate ANLs of IND-TM; or
- Lower than the prevailing background noise levels if the background is 5 dB(A) lower than the ANLs.

4.2 Identification of NSRs

4.2.1 For the construction and demolition noise, the first layer NSRs within 300m from the boundary of the Site were identified. All identified NSRs were existing NSRs and no planned NSR was identified within the assessment area. The locations and sensitive uses of these NSRs are shown on ***Figure 4-1*** and summarised in ***Table 4-2***. The photographic record of NSR is provided in ***Appendix G***.

Table 4-2 Representative NSRs for Construction and Demolition Activities

NSR ID	Description	Approx. Distance to Site Boundary (m)	No. of Storeys
CN1	Village House 1	63	2
CN2	Village House 2	51	3
CN3	Village House No. 507 Ping Che	52	3
CN4	Village House No.505, Ping Che	77	3
CN5	Guadalupe Missioners No.508, Ping Che	40	1
CN6	Village House 3	50	2
CN7	Village House No.42, Ping Che	79	3

4.2.2 For the on-site operation noise (i.e. industrial noise), first layer Noise Sensitive Receivers (NSRs) within 300m from the boundary of the Site were identified. The NSR identified nearest to the Site is the Guadalupe Missioners, which is about 40m to the north of the Site. Other identified NSRs (i.e. surrounding village houses) are located between 50m to 125m from the Site. NSR located within industrial zone or within 100m from the industrial zone is considered as ASR "C" whereas NSR located between 100m and 250m is considered as ASR "B". The locations of these NSRs are shown on ***Figure 4-2*** and summarised in ***Table 4-3***. The photographic record of NSR is provided in ***Appendix G***.

Table 4-3 Representative Noise Sensitive Receivers for Fixed Noise

NSR ID	Description	Approx. Distance to Site Boundary (m)	No. of Storeys	ASR
IN1	Village House	63	2	C
IN2	Village House	51	3	C
IN3	Village House No.507 Ping Che	52	3	C
IN4	Village House No.505, Ping Che	77	3	C
IN5	Guadalupe Missioners No.508, Ping Che	40	1	C
IN6	Village House	50	2	C
IN7	Village House No.42, Ping Che	79	3	C
IN8	Village House No.171, Ping Che	125	3	B

4.2.3 The ASR and ANLs adopted in this EA report are used for assessment purpose only, they should not bind the Noise Control Authority's decision in determining the noise criteria based on the legislation and practices being in force, and contemporary conditions/ situations of adjoining land uses.

4.3 Prevailing Background Noise

4.3.1 The most preferable locations for the background noise measurement are the sensitive facades of the representative NSRs. Thus, villagers of the NSRs were approached to request permission for conducting background noise measurements at their premises or nearby location. However, the requests were verbally refused, the original proposed background noise measurement location are shown on ***Figure 4-3***.

4.3.2 Therefore, alternative locations BG1, BG2 and BG3 were selected to conduct the background noise measurement as shown on ***Figure 4-3***. BG1 located outside the fences of Doran Hong Kong Limited and was near NSR IN2. It was selected to represent the background noise level of NSRs IN1 and IN2, as the major noise source affecting the both NSRs is due to the unnamed haul road, thus, the background noise environment was considered to be similar. BG2 located outside the fences of NSR IN6 represent the background noise of NSRs IN3, IN4, IN5 and IN6, their background noise level was dominated by the unnamed road and two unnamed private roads. BG3 located inside the Ping Che Kat Tin Children's Playground, representing the background noise of NSRs IN7 and IN8. The background noise of IN7 and IN8 mainly due to the unnamed access road, as such the noise level is considered to be comparable.

4.3.3 The prevailing background noise measurement was conducted from 09:30 to 10:30 for day time and 19:00 to 20:00 for evening time on a normal weekday, at 1.2m above the ground with free-field condition.

4.3.4 Since the locations of background noise measurement are located in or within 100m from the industrial zone, the noise level highly depends on the nearby industrial activities which is varying within the day due to the business nature and orders. Usually, more frequent industrial activities happen in the day time than in the evening time. It may overestimate the noise generated from the industrial activities when using one set of $L_{eq(30min)}$ as it might be affected by extraneous noise from transient event due to industrial activities. As such, a set of $L_{90(1hour)}$ has been adopted as prevailing background noise level.

4.3.5 The results of background noise measurement are summarised in ***Table 4-4***. The photographic record and measurement data of background noise measurement was provided in ***Appendix F***.

Table 4-4 Summary of Background Noise Measurement

ID	REPRESENTATIVE NSRs	MEASUREMENT LOCATION	BACKGROUND NOISE LEVEL ($L_{90, 1\text{-}hr}$), dB(A)	
			DAY (0700-1900)	EVENING (1900-2300)
BG1	IN1, IN2	Outside Doran Hong Kong Limited	63	57
BG2	IN3, IN4, IN5, IN6	Outside IN6	61	56
BG3	IN7, IN8	Ping Che Kat Tin Children's Playground	50	48

Note: The background noise level was measured at free-field condition. Thus, a façade correction of +3 dB(A) was applied.

4.4 Noise criteria

Construction and Demolition Noise

4.4.1 All identified noise sensitive receivers for construction and demolition activities (CN1/ DN1 to CN7/ DN7) are classified as dwelling, according to (ProPECC PN2/93) which mentioned ***paragraph 4.1.4***, the noise criteria $L_{eq(30min)}$ at dwelling is 75dB(A).

Industrial Noise

4.4.2 As discuss in ***paragraph 4.2.2***, the class of ASR was determined according to the distance of NSRs from the industrial zone. The noise criteria for the planned fixed noise source were determined with reference to the prevailing background noise levels in ***Table 4-4*** and illustrated in ***Table 4-5***.

Table 4-5 Summary of Background Noise Measurement

NSR	ASR	REPRESENTATIVE BACKGROUND NOISE ID	TIME PERIOD	BACKGROUND NOISE LEVEL $L_{90(1hour)}$, dB(A)	ANL-5, dB(A)	NOISE CRITERIA, dB(A)
IN1	C	BG1	Day	63	65	63
			Evening	57	65	57
IN2	C	BG1	Day	63	65	63
			Evening	57	65	57
IN3	C	BG2	Day	61	65	61
			Evening	56	65	56
IN4	C	BG2	Day	61	65	61
			Evening	56	65	56

NSR	ASR	REPRESENTATIVE BACKGROUND NOISE ID	TIME PERIOD	BACKGROUND NOISE LEVEL $L_{90(1hour)}$, dB(A)	ANL-5, dB(A)	NOISE CRITERIA, dB(A)
IN5	C	BG2	Day	61	65	61
			Evening	56	65	56
IN6	C	BG2	Day	61	65	61
			Evening	56	65	56
IN7	C	BG3	Day	50	65	50
			Evening	48	65	48
IN8	B	BG3	Day	50	60	50
			Evening	48	60	48

Note: The background noise level was measured at free-field condition, thus, a façade correction of +3 dB(A) was applied.

4.5 Potential Noise Impacts

Construction and Demolition Phase

4.5.1 Sources of noise during construction and demolition will be arising from various construction and demolition activities, particularly with the use of Powered Mechanical Equipment (PME). The detailed list of equipment expected to be used and their expected utilization rate are shown as follows.

Table 4-6 Summary of Expected PME used and Its Utilization Rate

PME	Expected Utilization Rate (% of time)
Demolition Phase	
Cutter, circular, steel (electric)	50
Crane, mobile/barge mounted (diesel) [Note]	50
Breaker, excavator mounted (hydraulic)	50
Breaker, hand-held, mass > 10kg and < 20kg	50
Generator, silenced, 75 dB(A)	100
Construction Phase (Foundation Works)	
Generator, silenced, 75 dB(A) at 7 m	100
Air compressor, air flow > 10m^3/min and <= 30m^3/min	100
Concrete lorry mixer	50

PME	Expected Utilization Rate (% of time)
Crane, mobile/barge mounted (diesel)	50
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	50
Drill, percussive, hand-held (electric)	100
Cutter, circular, steel (electric)	100
Excavator/loader, wheeled/tracked	50
Construction Phase (Superstructure Works)	
Generator, silenced, 75 dB(A) at 7 m	100
Air compressor, air flow > 10m3/min and <= 30m3/min	100
Concrete lorry mixer	50
Crane, mobile/barge mounted (diesel)	50
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	50
Drill, percussive, hand-held (electric)	100
Cutter, circular, steel (electric)	100

Note: QPME (Crane, mobile) produced by the brand of Liebherr (model LTM 1100-4.2) will be adopted in the demolition phase, in order to reduce the SWL of the plant to 105dB(A).
Different phase of construction activities listed will not be carried out concurrently.

4.5.2 The utilization rate of proposed PME to be used during construction and demolition are advised by the Applicant based on their experience on constructing and demolition of a CBP.

4.5.3 In addition, the construction and demolition works will be carried out during non-restricted hours, i.e. daytime between 07:00 and 19:00 of any day not being Sunday or general holiday. As such, construction noise will be generated during non-restricted hours only.

4.5.4 Given the mitigation measures described in ***paragraph 4.8.1*** would be implemented as far as practicable, the noise generated from the construction of the Project is not anticipated to pose any unacceptable noise impacts on the NSRs nearby.

Operation Phase (Fixed Plant Noise)

4.5.5 Potential fixed noise impacts may arise during operation hours of the plant, i.e. 07:00 to 23:00. The major fixed noise sources listed below have been considered under different scenario. Base on normal practices of CBP and experience from applicant, there are two operation scenario in day time. In Scenario 1, no Cement/ PFA/ GGBS/ Admixture tanker will enter the Site, as well as no associated PME will be in operated including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank). Only concrete truck will travel within the Site. Loader for emergency use was assessed to demonstrate the worst case scenario. In Scenario 2, no concrete truck will enter the Site, and loader will not be in operation. There is only the travel of Cement/ PFA/ GGBS/ Admixture tanker within the Site. Their associated PME including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank) will be in operation. In general, the demand of concrete supply at evening

time/night-time is limited. For a conservative approach, two concrete lorry mixers were assumed to be the maximum production scenario. As shown on ***Figure 2-3***, an aggregate overhead bin will be provided for storing aggregate sufficient for the concrete production during evening and night-time. Therefore, no aggregate truck for aggregate delivery to the Site is required during evening and night-time. Similarly, use of loader will not be required during evening/night-time for transporting aggregates from the aggregate storage area to the ground hopper. Each concrete lorry mixer (or concrete truck) can carry concrete with volume between 6m^3 and 10m^3. As confirmed by the Applicant, the maximum of 12 concrete lorry mixers (or concrete trucks) per hour for the maximum concrete production rate of 100m^3 per hour is practical in terms of business operation. The plant lists are as follows:

Day time Scenario 1:

- Concrete Mixer (electric) (1 no./30 mins; % on time: 100.0%)
- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Air Compressor (Stationary) (2 nos./30 mins; % on time: 100.0%)
- Filter Fan (Mixing unit) – Blower (1 no./30 mins; % on time: 100.0%)
- Concrete Lorry Mixer (or Concrete Truck/Truck) (Concrete Collection) (6 nos./30 mins; % on time: 16.7%)
- Loader (1 no./30 mins; % on time: 16.7%)
- Concrete Lorry Mixer (or Concrete Truck/Truck) (12 nos./hour)

Day time Scenario 2:

- Concrete Mixer (electric) (1 no./30 mins; % on time: 100.0%)
- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Air Blower (mounted on unloading tank) (2 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Air Compressor (Stationary) (2 nos./30 mins; % on time: 100.0%)
- Filter Fan (Mixing unit) – Blower (1 no./30 mins; % on time: 100.0%)
- Filter Fan (Silo) – Blower (2 nos./30 mins; % on time: 100.0%)
- Pump on Unloading Tank (2 nos./30 mins; % on time: 100.0%)
- Aggregate Truck (10 nos./hour)
- Cement/PFA/GGBS/Admixture Tanker (2 nos./hour)

Evening time:

- Concrete Mixer (electric) (1 no./30 mins; % on time: 100.0%)
- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Air Compressor (Stationary) (2 nos./30 mins; % on time: 100.0%)
- Filter Fan (Mixing unit) – Blower (1 no./30 mins; % on time: 100.0%)
- Concrete Lorry Mixer (or Concrete Truck/Truck) (Concrete Collection) (2 nos./30 mins; % on time: 16.7%)

- Concrete Lorry Mixer (or Concrete Truck/Truck) (4 nos./hour)

4.5.6 The lists of equipment, utilisation rate and number of items detailed in ***Appendix L*** have been confirmed by the Applicant and it is considered to be practicable for business-as-usual operation of concrete batching plant. The Mechanical and Electrical (M&E) equipment in operation will be different in day time (i.e. 07:00 to 19:00) and evening time (i.e. 19:00 to 23:00). Loader will be used only if emergency case (i.e. daytime only) to transport aggregate from storage area to hopper. Vehicle washing facility will be applied on site during operation, however, the operation time of this facility is rather short each time (i.e. approximately 1 minutes for each vehicles) and its function is not continuous. Aggregate will be stored in aggregate storage areas, which is served as an emergency use. No action will be taken on the aggregates storage except whenever there are insufficient aggregates provided for concrete production. As a results, insignificant noise will be generated due to the occasionally use of the aggregate storage. In conclusion, noise impacts that may be generated from aggregate storage, vehicle washing and parking is considered insignificant and negligible.

4.5.7 As mentioned in ***paragraphs 2.2.1 – 2.2.2***, the operation of the existing CBP will be ceased when the proposed CBP commences its operation. As such, there is no overlapping operation period between the existing and proposed CBP. In addition, there is also no overlapping period between the construction of the new CBP and demolition works of the existing CBP. Thus, cumulative industrial noise impact is not required during the construction and operation phases of the new CBP.

4.5.8 The number of concrete lorry mixers was assumed based on the normal operation practice limitation, that approximate 5 minutes were needed for filling up 1 concrete lorry mixer with newly produced concrete. Thus, the 6 concrete lorry mixers per 30 minutes as the maximum allowed traffic flow were assumed based on the previous experiences of CBP operator under realistic condition. As mentioned in ***paragraph 4.5.5*** above, the maximum of 12 concrete lorry mixers per hour for the maximum concrete production rate of 100m^3 per hour is practical in terms of business operation which has been confirmed by the Applicant. Moreover, there will be no queuing of trucks due to the Proposed Development as reported in the Traffic Impact Assessment ("TIA") Report attached to the Planning Statement for this Planning Application.

Operation Phase (Off-Site Traffic Noise)

4.5.9 The Proposed CBP will replace the existing CBP with a reduced hourly production rate. As such, the hourly traffic generation of the Proposed CBP will be lower than that of the existing CBP and the off-site traffic noise impact on the NSRs will be lower.

4.5.10 As mentioned in the Traffic Impact Assessment ("TIA") Report of the planning application, two road improvements are proposed to be made:

1. Improvement on Access Road
   (a) Extension of passing bays on the Access Road connecting the Site and Ping Yuen Road.
   (b) Provision of 2m wide footpath.
2. Improvement on Ping Yuen Road – minor modification of the section of Ping Yuen Road for improving the manoeuvring of heavy vehicles.

4.5.11 No change to the running margins of the roads will be made for the aforementioned road improvement works. Therefore, there will be no change to the traffic noise impact from noise modelling point of view.

4.5.12 Therefore, no adverse off-site traffic noise impact for the Proposed Replacement CBP is anticipated.

4.6 Assessment Methodology

Construction and Demolition Noise

4.6.1 The assessment of construction and demolition noise impact has been carried out quantitatively based on the procedures given in GW-TM issued under the NCO where appropriate. Sound Power Levels ("SWLs") of PME have been made reference to Table 3 of the GW-TM and the *Sound Power Levels of Other Commonly Used PME* available from EPD's website[Ref.#3]. Construction phase will comprise two major phases, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation. Each major phase will include sub-phases. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. All the sub-phases will not be carried out in the same time, so no overlapping works were expected. Notional source position has been adopted for each works area of each construction stages with respect to each NSR, the locations of notional source position for construction and demolition stage are shown in ***Appendix H***.

4.6.2 The noise impact was assessed based on the following standard acoustic formula:

SPL = SWL – DC + FC

where:

SPL– Sound Pressure Levels at receiver, in dB(A)

SWL – Sound Power Levels of Powered Mechanical Equipment (PME), in dB(A)

DC – Distance Correction, in dB(A) by DC = 20 × log10(D) + 8

D – Horizontal distance between the NSR and notional source in metres

FC – Façade Correction of +3 dB(A)

4.6.3 With regard to the screening effect, a 5 dB(A) reduction has been adopted for NSRs without direct line-of-sight to the PME. An existing solid wall with a height of approximately 3m erects next to NSR CN5 which is a single storey house and in between the site and CN5. Therefore, no direct line-of-sight from the NSR CN5 to the PME used within the Site; an existing building structures erects in between CN7 and the Site, thus, no direct line-of-sight from the NSR. As such, a 5 dB(A) noise reduction has been adopted in the noise assessment. The photographic record of the existing wall is provided in ***Figure 4-1***.

Industrial Noise

4.6.4 Although the proposed CBP is an industrial use and the noise impact therefore references IND-TM, the characteristics of concrete batching, involving concrete lorry mixer and concrete mixer, are also similar to construction activities. Therefore, the noise impact is proposed to be estimated in accordance with the guidelines given in GW-TM. As such, all items of PME, except truck movement, have been considered at the proposed positions. While due to the long travelling distance of conveyor/ screw conveyor, as a conservative approach, the closest distance between conveyor/ screw conveyor and each NSRs has be adopted and assessed based on the standard acoustic formula as mentioned in ***paragraph 4.6.2***. The location of the PME was indicated in ***Appendix I***.

4.6.5 For the noise generated from truck movement within the Site, the *Method for Mobile Plant Using a Regular Well-Defined Route* stipulated in Annex F of BS 5228-1:2009+A1:2014 has been adopted for the assessment. The calculation is based on the following standard formula:

SPL = SWL − 33 + 10logQ − 10logV − 10logd + 10log(A/180)+ FC

[3]. http://www.epd.gov.hk/epd/sites/default/files/epd/english/application_for_licences/guidance/files/OtherSWLe.pdf

where:

SPL– Sound Pressure Level at receiver, in dB(A)

SWL – Sound Power Level of Powered Mechanical Equipment (PME), in dB(A)

Q – Number of vehicles per hour

V – Average vehicle speed, in km/h

A – Angle of view, in degree

d – Distance of receiving position from the centre of haul road, in metres (m)

FC – Façade Correction of +3dB(A)

4.6.6 Sound Power Levels (SWLs) of PME are obtained from Table 3 of GW-TM and from *Sound Power Levels of Other Commonly Used PME* available on EPD's website. Reference is also made to the *British Standard 5228 Code of Practice for Noise and Vibration Control on Construction and Open Site – Part 1: Noise* amended in February 2014 (BS 5228-1:2009+A1:2014). The "Aggregates Truck" to be adopted during the operation stage is lorry, which will be used to transport raw materials to the Site. Its weight is between 5.5 tonne and 38 tonnes, thus, the sound power level of 105dB(A) with reference to EPD's "*Sound power levels of other commonly used PME*" was adopted in the calculation.

4.6.7 With regard to tonality, tonal noise should only occur when equipment is impaired. In addition, there will be no impulsive noise occurring within the CBP and there will be no intermittent noise because of no piling, concrete breaking or similar process. As such, no corrections for tonality, impulsiveness and intermittency are considered to be required.

4.6.8 With regard to the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the PME whereas a 5 dB(A) reduction was adopted for NSRs without direct line-of-sight only to the "noisy" part of the PME. A 2 dB(A) reduction was adopted for double diffraction, when a noise barrier was erect block the direct line-of-sight from the NSRs to the semi-enclosed/ enclosed PME. For IN5, there is a 3m height solid wall and proposed 4m noise barrier located in between mitigated PME and IN5. IN7 and IN8 (i.e. at ~15.6 mPD) are lower than the Site (I.e. ~18.4mPD), a 4m proposed noise barrier is erected at the site boundary and existing buildings structures block the direct-line-of site from IN7and IN8 to the Site.

4.6.9 In order to further minimise the noise generated due to aggregated unloading activities, the opening of unloading is proposed to be located as far as practicable from the identified NSRs. As majority of NSRs (i.e. IN2 to IN6) located to the north to north-west of the Site, while IN7 and IN8 located to the south of the Site, thus, the eastern part of the Site would be the best available location for the opening of aggregate uploading. Although IN1 located to the east of the site, there is a hilly terrain with the highest elevation of more than 40mPD is located in between the Site and IN1, that acts as a natural noise barrier for IN1, thus the noise impact from the Site is considered to be lower.

4.6.10 During the operation of the CBP, Cement/ PFA/ GGBS/ Admixture tanker and aggregate truck will not enter the Site at the same time with concrete truck during the day time. On the other hand, no Cement/ PFA/ GGBS/ Admixture tanker and aggregate truck will enter the Site during the evening time.

4.6.11 In order to minimise the potential operation noise level, a number of noise reduction measures will be adopted in the design of the CBP which have been confirmed by the Applicant, including:

Mechanical and Electrical (M&E) Equipment

- The semi-enclosure for the concrete mixing plant shall be with acoustic panels with an overall Noise Reduction (NR) of at least 10 dB(A); an example of such an acoustic panel is shown in ***Appendix N***.

- The entire conveyor except the opening for aggregates unloading shall be provided with a noise enclosure with an overall NR of at least 10 dB(A); an example of such semi-enclosure to be made by a polymeric vinyl material such as "Wavebar" with a Sound Transmission Class (STC) of 30 is enclosed in ***Appendix N***.
- Air compressor, filter fan (i.e. blower) and the concrete collection activities should be located or carried out inside the semi-enclosed concrete mixing plant and openings of the enclosure (minimum surface density of 10kg/m^2) shall be properly sealed to minimise noise leakage, thus to achieve an overall Noise Reduction (NR) of at least 10 dB(A).
- Water/ admixture pump and filter fan (i.e. blower) at silo should be located inside the semi-enclosed structure and openings of the enclosure (minimum surface density of 10kg/m^2) shall be properly sealed to minimise noise leakage, thus to achieve an overall NR of at least 10 dB(A).

On-site Truck Movement

- The proposed 4m barrier (minimum surface density of 10kg/m^2) at the site boundary to screen the vehicle movement noise as well as the noisy part of the plants, the location of proposed 4m height barrier as shown in ***Appendix O***. The 4m high barrier shall be sufficient to block the line-of-sight of vehicles moving within the Site and the noisy part of plants.

Traffic Noise

4.6.12 The Basic Noise Level (BNLs) of the roads of which the traffic flow will be affected by the proposed CBP have been assessed in terms of hourly $L_{10\,(1\text{-}hr)}$ using the BNLs. The BNLs is based on the following standard formula:

$$\text{BNLs } (L_{10(1\text{-}hr)}) = 42.2 + 10\,\text{Log}_{10}Q + VC$$

where:

BNLs – Basic Noise Level, in dB(A)
Q – Total Flow, in vehicle/hour
VC – Mean Traffic Speed Correction

4.6.13 Since the commissioning year of the Project is tentatively scheduled in Year 2022, the background traffic flow of Year 2022 (the first year of operation) and traffic forecast for Year 2037 (year with maximum projection within 15 years after operation) prepared by a traffic consultant have been adopted in the assessment. The traffic forecasts for Year 2022 and Year 2037 are enclosed in ***Appendix P***.

4.6.14 As mentioned in ***Paragraph 4.1.6***, the HKPSG assessment criteria for domestic premises is 70 dB(A). Having said that, a contribution of less than 1.0 dB(A) due to the presence of the proposed CBP is also considered to be acceptable in environmental terms.

4.7 Assessment Result

Demolition Noise

4.7.1 The noise impact generated during construction phase has been carried out for seven NSRs listed in ***Table 4-7*** and the detail calculation was illustrated in ***Appendix J***.

Table 4-7 Predicted Demolition Noise Impact Levels

NSR ID	ASSESSMENT CRITERIA, dB(A)	TOTAL CNL, dB(A)	EXCEEDANCE
CN1	75	75	No
CN2		74	No
CN3		74	No
CN4		73	No
CN5		71	No
CN6		75	No
CN7		67	No

Construction Noise

4.7.2 The noise impact generated during construction phase was carried out for seven NSRs listed in ***Table 4-8*** and the detail calculation was illustrated in ***Appendix K***.

Table 4-8 Predicted Construction Noise Impact Levels

NSR ID	ASSESSMENT CRITERIA, dB(A)	TOTAL CNL, dB(A)						EXCEEDANCE
		STAGE 1A	STAGE 1B	STAGE 1C	STAGE 2A	STAGE 2B	STAGE 2C	
CN1	75	72	71	72	72	71	71	No
CN2		74	68	71	73	67	70	No
CN3		75	68	71	74	67	70	No
CN4		72	66	69	71	66	68	No
CN5		70	63	67	70	63	66	No
CN6		74	69	71	73	68	70	No
CN7		61	67	63	61	66	62	No

Industrial Noise

4.7.3 As the types and numbers of PME using in the CBP are identical in all time periods, the industrial noise impact assessment was carried out for the most stringent restriction period, i.e. evening time, for the eight NSRs listed in ***Table 4-5*** and shown on ***Figure 4-2*** (IN1 to IN8).

4.7.4 The predicted noise impact results are summarised in ***Table 4-9*** and detailed in ***Appendix L***, the assessment results of industrial noise ranged from 40 to 55 dB(A).

Table 4-9 Predicted Industrial Noise Impact Levels

NSR ID	TIME PERIOD	SCENARIO	ASSESSMENT CRITERIA, dB(A)	PREDICTED NOISE LEVEL IN $L_{eq(30\ min)}$, dB(A)	EXCEEDANCE
IN1	Day	1	63	59	No
		2		53	No
	Evening	NA	57	52	No
IN2	Day	1	63	59	No
		2		55	No

NSR ID	TIME PERIOD	SCENARIO	ASSESSMENT CRITERIA, dB(A)	PREDICTED NOISE LEVEL IN $L_{eq(30\ min)}$, dB(A)	EXCEEDANCE
	Evening	NA	57	55	No
IN3	Day	1	61	60	No
		2		56	No
	Evening	NA	56	56	No
IN4	Day	1	61	58	No
		2		54	No
	Evening	NA	56	54	No
IN5	Day	1	61	59	No
		2		58	No
	Evening	NA	56	56	No
IN6	Day	1	61	59	No
		2		55	No
	Evening	NA	56	55	No
IN7	Day	1	50	50	No
		2		46	No
	Evening	NA	48	45	No
IN8	Day	1	50	49	No
		2		45	No
	Evening	NA	48	4	No

Note:
1: In Scenario 1, there will be no Cement/ PFA/ GGBS/ Admixture tanker enter the Site, as well as no associated PME will be in operated including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank). Only concrete truck will travel within the Site. Loader for emergency use was assessed to demonstrate the worst case scenario.
2. In Scenario 2, there will be no concrete truck enter the Site, and loader will not be in operate. There is only the travel of Cement/ PFA/ GGBS/ Admixture tanker within the Site. Their associated PME including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank) will be in operate.

Off-site Traffic Noise

4.7.5 As mentioned in ***paragraph 1.1.1***, the operation of the existing CBP will be ceased once the proposed CBP has been erected and in operation. As further mentioned in ***paragraph 4.5.9***, the Proposed CBP will replace the existing CBP with a reduced hourly production rate. As such, the hourly traffic generation of the Proposed CBP will be lower than that of the existing CBP and the off-site traffic noise impact on the NSRs will be lower. The traffic noise impact assessment has been carried out for calculating the BNLs of the affected road segments of which the traffic flow was affected due to the operation of the proposed CBP, including road segments C, E, L and O shown in ***Appendix P***. The BNLs with and without the CBP of the Year 2023 and 2038 has been summarised in ***Table 4-10*** to ***Table 4-13***, below. The results are detailed in ***Appendix M***.

Table 4-10 Traffic Noise Assessment Results for Year 2023 at A.M.

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
C	Ping Yuen Road	71.6	71.5	-0.1	Y
E	Ping Che Road	75.4	75.4	0.0	Y
L	Unnamed Road	68.8	68.6	-0.2	Y
O	Unnamed Road	56.2	51.2	-5.1	Y

Table 4-11 Traffic Noise Assessment Results for Year 2023 at P.M.

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
C	Ping Yuen Road	71.4	71.3	-0.1	Y
E	Ping Che Road	74.8	74.8	0.0	Y
L	Unnamed Road	67.8	67.6	-0.2	Y
O	Unnamed Road	57.2	53.7	-3.5	Y

Table 4-12 Residual Traffic Noise Assessment Results for Year 2038 at A.M.

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
C	Ping Yuen Road	72.3	72.2	-0.1	Y
E	Ping Che Road	76.1	76.0	0.0	Y
L	Unnamed Road	69.5	69.3	-0.1	Y
O	Unnamed Road	56.2	51.2	-5.1	Y

Table 4-13 Residual Noise Assessment Results for Year 2038 at P.M.

ROAD SEGMENT ID	NAME	PREDICTED NOISE LEVEL (PNL), dB(A)			PNL ≤ 70 dB(A) OR CONTRIBUTION < 1.0 dB(A)
		WITH CBP (1)	W/O CBP (2)	CONTRIBUTION (1) – (2)	
C	Ping Yuen Road	72.1	72.0	-0.1	Y
E	Ping Che Road	75.5	75.4	0.0	Y
L	Unnamed Road	68.5	68.4	-0.2	Y
O	Unnamed Road	57.2	53.7	-3.5	Y

4.7.6 As shown in the above tables, the Basic Noise Levels of affected road segments would range from 51.2 to 75.4 dB(A) in 2023 at am and from 53.7 to 74.8 dB(A) at pm in 2023. On the other hand, the Basic Noise Levels of affected road segments would range from 51.2 to 76.1 dB(A) in 2037 at am and from 53.7 to 75.5 dB(A) at pm in 2038. The contributions from the proposed CBP in terms of off-site traffic noise impact in both 2023 and 2038 are less than 0.0 dB(A) or lower than 70 dB(A).

4.7.7 Although the Basic Noise Level of Ping Yuen Road and Ping Che Road would exceed HKPSG assessment criterion for domestic premises (i.e. 70 dB(A)), their corresponding contribution arising from the operation of the proposed CBP as compared with the without project scenario are all less than 1.0 dB(A) to the overall impacts. Therefore, this implies that the noise impacts arising from the operation of the proposed CBP are insignificant, and no adverse road traffic impact on the NSRs.

4.7.8 In order to minimise the potential traffic noise impact, the CBP owner should reduce the traffic of heavy vehicles generated from the CBP operation. The maximum number of heavy vehicles passing by Ping Che Road and Ping Yuen Road is thus recommended to be no greater than 16 round trips per hour.

4.8 Mitigation Measures and Conclusion

Construction Phase

4.8.1 The construction works shall be carried out during daytime of normal working days and follow the EPD's "Recommended Pollution Control Clauses for Construction Contracts". Thus, the potential noise impacts could be minimised. Besides implementing the mitigation measures recommended in ProPECC PN2/93 where applicable, the following measures and on-site practice are recommended for minimising the potential construction noise impacts during daytime:

- Quality PME and quiet construction method should be adopted if possible.
- The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.
- Noisy equipment and noisy activities should be located as far away from the NSRs as is practical.
- PME should be kept to a minimum and the parallel use of noisy equipment/ machinery should be avoided.
- Use noise barriers or enclosure for the PME if appropriate.
- Implement good house-keeping and provide regular maintenance to the PME.
- Spot check resultant noise levels at nearby NSRs.

4.8.2 With the implementation of the above-mentioned mitigation measures, adverse construction noise impacts on the NSRs are not anticipated.

Operation Phase

4.8.3 The design of the proposed CBP should ensure that the potential industrial noise impacts at the NSRs shall comply with the relevant criteria. Measures as described in ***paragraph 4.6.11*** and summarised in ***Table 4-14*** will be taken into account in the plant design to avoid noisy activities during the operation of the CBP. As such, unacceptable industrial noise impact is not anticipated.

Table 4-14 Proposed Operation Phase Noise Mitigation Measures

NOISE SOURCES	PROPOSED MITIGATION MEASURES
For individual plants	
Concrete mixer (electric)	Semi-enclosure with acoustic panels
Conveyor / Screw Conveyors	Enclosed with polymeric vinyl material such as "Wavebar" with a Sound Transmission Class ("STC") of 30, 4m barrier (minimum surface density of 10kg/m^2) [Note 1]

NOISE SOURCES	PROPOSED MITIGATION MEASURES
For individual plants	
Air Blower (mounted on unloading tank)	N/A
Water / Admixture Pump	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Air Compressor (Stationary)	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Filter Fan (mixing unit) - blower	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Filter Fan (silo) - blower	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2)[Note 1]
Pump (mounted on unloading tank)	N/A
Truck (Concrete Collection)	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2)
Loader	N/A
For General Site	
4m Height Noise Barrier	minimum surface density will be 10kg/m^2

Note:
1. The proposed 4m noise barrier indicated in Appendix O is tentative layout, which is subject to change during detailed design stage.

4.8.4 The traffic noise impacts for the scenario with the additional off-site traffic generated by the operation of the CBP in Year 2023 and Year 2038 were predicted to exceed HKPSG assessment criteria (i.e. 70 dB(A) for domestic premises). However, the results at all representative NSRs are in compliance with the criterion of contribution less than 1.0 dB(A) due to the proposed CBP. As such, unacceptable traffic noise impact is not anticipated.

Figure 4-1 Locations of Representative Noise Sensitive Receivers for Construction and Demolition Noise

Figure 4-2 Locations of Representative Noise Sensitive Receivers for Industrial Noise

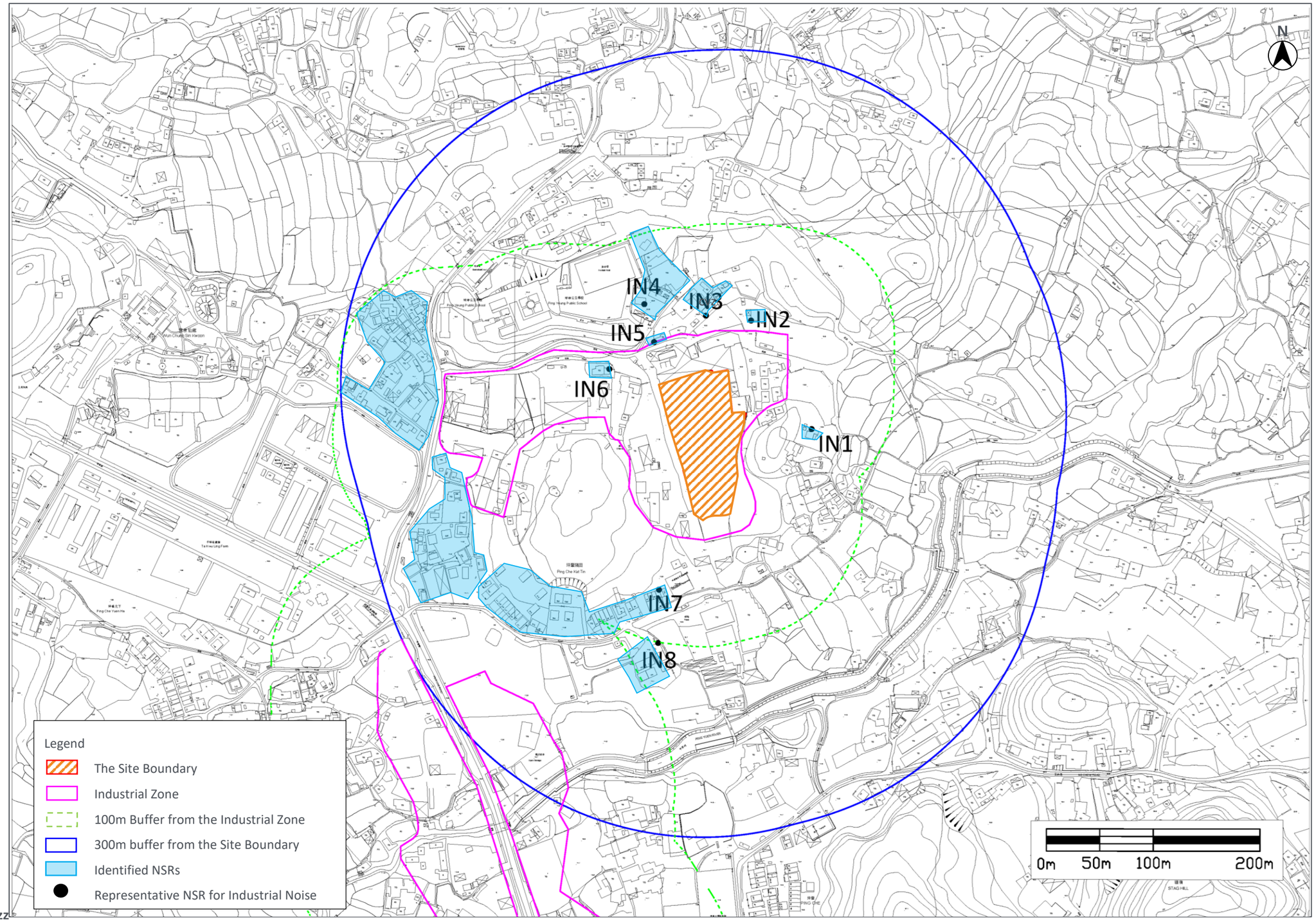
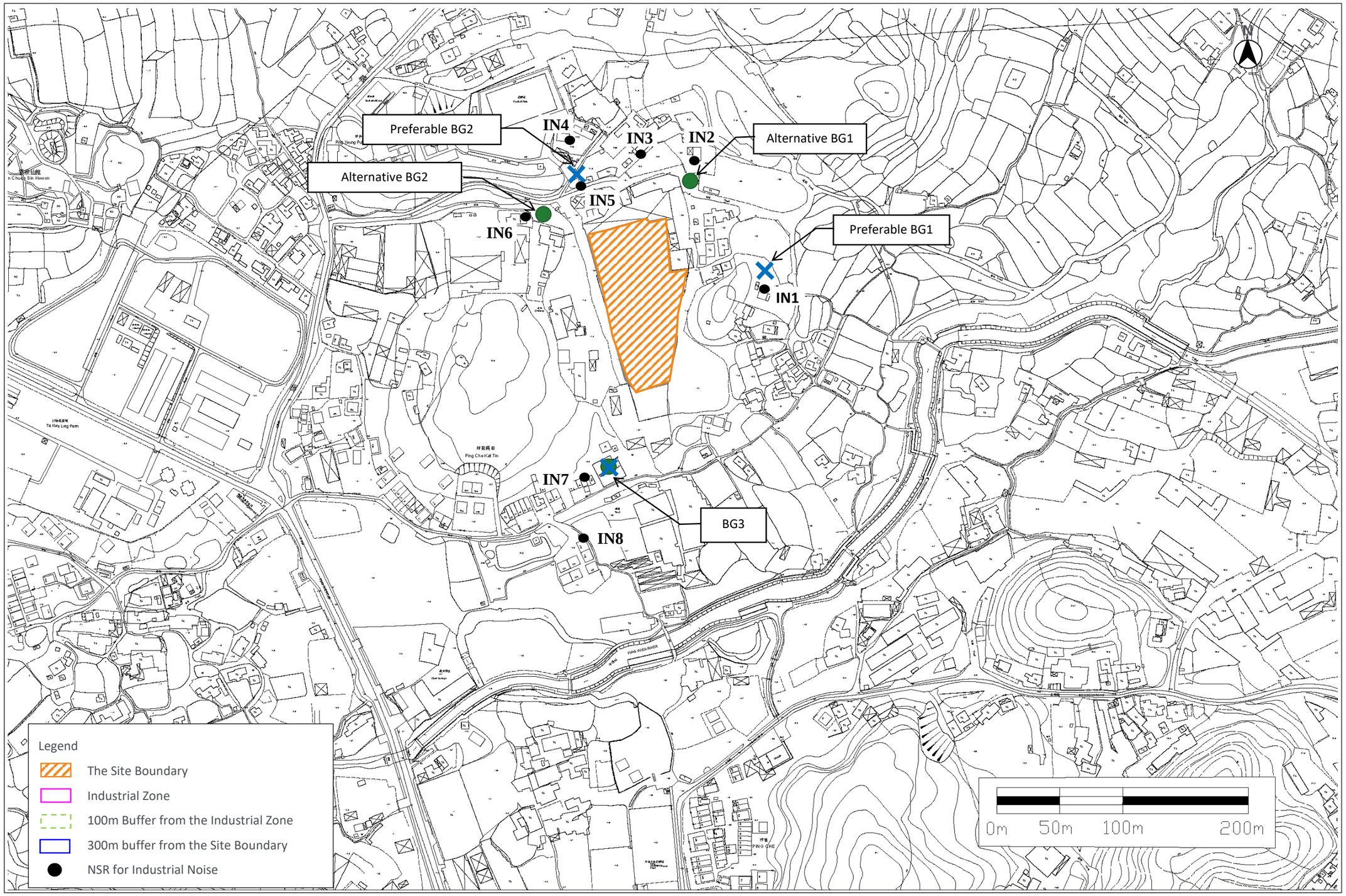


Figure 4-3 Locations of Background Noise Measurement



5 WATER QUALITY

5.1 Environmental Legislation and Standards

Water Pollution Control Ordinance (Cap. 358)

5.1.1 An amendment to the *Water Pollution Control Ordinance* ("WPCO") was enacted in 1990 and provides a mechanism for setting effluent standards. These are included in the *Technical Memorandum Standards for Effluents Discharged in to Drainage and Sewerage Systems, Inland and Coastal Waters* (WPCO Cap 358, S.21). All discharges into government drainage/sewerage systems, marine and inland waters are required to comply with the standards stipulated in the Technical Memorandum.

Construction Site Drainage (ProPECC PN1/94)

5.1.2 Under *ProPECC Practice Note PN1/94 Construction Site Drainage* (ProPECC PN1/94), some basic environmental guidelines for the handling and disposal of construction site discharges are provided to prevent or minimise pollution problems associated with construction activities. A total of ten types of discharges from construction sites are identified and good practice for dealing with such discharges is listed in ProPECC PN1/94. Licensing of construction site discharges within Water Control Zones ("WCZs") is also discussed in ProPECC PN1/94.

Practice Note for Professional Persons (ProPECC) PN 5/93 "Drainage Plans subject to Comment by the Environmental Protection Department" (ProPECC PN 5/93)

5.1.3 Under Professional Persons Environmental Consultative Committee Practice Note 5/93 Drainage Plans subject to Comment by the Environmental Protection Department ("ProPECC PN 5-93"), various guidelines for preparing drainage plans are included. This practice note includes guidelines and recommendations for handling, treatment and disposal of effluent discharges to storm drains and foul sewers.

5.2 Identification of Water Sensitive Receivers

5.2.1 In order to identify the Water Sensitive Receivers (WSRs), a desktop study on the OZP, topographic maps and aerial photos has been conducted together with the site visit. The only WSR identified within 500m study area is a watercourse at about 160m from the site boundary to the south of the Site. The location of this WSR is shown on ***Figure 5-1***.

5.3 Potential Water Quality Impacts

Demolition and Construction Phases

5.3.1 The structure of the existing CBP is mainly precast and its composition is mainly of steel structure. Hence, only minor demolition works of the steel structure will be required and no potential wastewater will likely be generated from the demolition works.

5.3.2 During construction stage, two major phases, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation, will be involved. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. No extensive land formation works will be required while minor excavation works will be carried out. Since all the structures of the proposed CBP will be precast, and only minor excavation works will be required within the Site.

Therefore adverse water quality impacts arising from these construction works is not anticipated.

5.3.3 On the other hand, muddy runoff from the Site may be generated during the demolition and construction phases, especially during the rainy season. In addition, potential sewage impacts will also be generated by the construction workers on-site.

5.3.4 Wash water from vehicles and equipment; silt from any on-site stockpiles of soil, cement and grouting materials; and spillage of fuels, oil and lubricants from construction vehicles and plant may generate water quality impacts. If these pollution sources are not properly controlled, it would lead to increased amounts of suspended solids, grease and oil, pH, Biochemical Oxygen Demand ("BOD"), etc. in the drainage system.

Operation Phase

5.3.5 Water sprinklers will be installed for dust suppression and the entire site will be paved. Over wetting of the ground and the roads should be avoided by the plant management in order to minimise surface runoff generation. All the surface runoff will be collected by the peripheral surface u-channel and diverted to sedimentation tank for silt removal prior to on-site reuse.

5.3.6 Wheel washing facilities will be also provided at the site entrance. All the vehicles will be cleaned properly before leaving the Site. Wastewater generated from the wheel washing facilities will be also collected and diverted to sedimentation tank for silt removal prior to on-site reuse.

5.3.7 Wastewater generated from the surface runoff due to the use of water sprinkler and wheel washing facilities will be first diverted to a sump pit for collection. After that, the wastewater will be diverted to a sedimentation tank for sedimentation and the slurry generated will be dewatered to produce cement cake. The cement cake arising from the treatment process is inert materials and will be reused in the Public Fill Reception Facilities. All the treated effluent from the sedimentation tank will be reused on–site for wheel washing facilities and concrete production. Whilst the silo capacity of the new CBP will be 450 tonnes and more than that of the existing CBP with less than 50 tonnes, only one concrete production line will be provided for the new CBP which is the same as the existing CBP. From the concrete production industry point of view, the scale of the new CBP with one production line is similar to the existing CBP. Due to the similar scale of the Proposed Development and the existing CBP, it is estimated the 60m^3 wastewater per day will be generated from the Proposed Development that it will produce 50m^3 treated effluent per day for onsite reuse and 10m^3 cement cake per day, similar to the existing CBP. The applicant should ensure sufficient capacity and effective operation of the sedimentation tank. The design of the sedimentation tank, including the capacity, treatment methodology, etc., will be provided to EPD for approval during detailed design stage in accordance with *Practice Note for Professional Persons – Drainage Plans subject to Comment by EPD (ProPECC PN 5/93)*.

5.3.8 Sewage from toilet and grey water from washing sinks will be generated by the on-site staff and truck drivers at the sanitary facilities, which will be another major sources of wastewater generation arising from the Proposed Development.

5.3.9 As advised by the Applicant, the maximum number of visits by the truck drivers will be 24 times per hour. Therefore, the total number of times of vehicles visiting the Site during 16 hours of CBP's operation will be 384 visits per day (i.e. 24 truck visits x 16 hours). As advised by the Applicant, not all the truck drivers use the toilet at the Site for each time of visit. Based on Applicant's observation, approximately not more than 40 toilet visits are required for the truck drivers.

5.3.10 In order to assess the acceptability of the sewage impact arising from the proposed CBP, the anticipated sewage generation is estimated based on the assumption as shown in ***Table 5-1***.

Table 5-1: Parameters for Estimating Wastewater Generation

PARAMETER	VALUE	JUSTIFICATION
GENERATION FROM ON-SITE STAFF		
No of site staff	22	As advised by the Applicant base on the scale and nature of the Proposed CBP.
UFF of staff	0.23 m^3/day/staff	Refer to "Commercial Employee + J9 Construction" in Table T-2 of GESF [Note1].
GENERATION FROM TRUCK DRIVERS		
Total no. of toilet visit	40 visits/day	As advised by the Applicant that approximately not more than 40 truck drivers (i.e. non-site staff) use the toilet on-site each day based on their previous observations.
Volume per flushing	7.5 L/flush	Refer to BEAM Plus New Buildings Version 1.2, July 2012.
Volume per hand washing	1.4 L/day	Refer to BEAM Plus New Buildings Version 1.2, July 2012.
Volume per visit from micturition	0.2 L/visit	Refer to p.3081 of "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011
Volume per visit from driver	9.1 L/visit	Refer to "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011.

Note: [1] With reference to Notes of Table T-2 of GESF, for job types J9, the "per-employee" unit flow factor takes into account the flows of site staff. Thus, sewage generation from visitors has been considered.

5.3.11 As shown in ***Table 5-1***, the total sewage generated from onsite workers and truck drivers is 5.060 m^3/day and 0.364 m^3/day respectively. Therefore, total sewage generated from the site will be 5.424m^3 /day. The details calculation of sewage generation from the Site could be referred to ***Appendix Q***.

5.3.12 Considering the small amount of sewage generated from the toilets of the Site, two container toilets connected to temporary sewage storage tanks with a sufficient capacity is proposed to handle the sewage. Each temporary sewage storage tank is about 3,000L (= 3m^3), which will be located underneath of the container toilet. The indicative location of the temporary toilets is shown in ***Figure 5-2***. The utilisation of two temporary sewage storage tanks will have sufficient capacity to handle the sewage generation for one day.

5.3.13 A licensed contractor will be employed by the Applicant to collect and disposed of the sewage daily. As such, there will be no unacceptable impacts with the provision of the recommended mitigation measures.

5.3.14 Non-point/diffuse source pollution, such as dust, tyre scraps, oil, etc. might be washed from road surface, proposed footpath and/or open areas into watercourses during rainstorms. In order to minimise this pollution loading, silt/sand traps should be provided for the drainage systems in accordance with the relevant government guidelines. Paved perimeter u-channel would be provided to prevent discharge of spillage of wastewater beyond the site boundary, and accumulation of deposits on nearby public roads. Good practices stated in *Practice Note for Professional Persons – Drainage Plans subject to Comment by EPD (ProPECC PN 5/93)* should be also referenced when designing on-site drainage. With the provision and implementation of the aforementioned mitigation measures for non-point source pollution, adverse water quality impact is not anticipated.

5.4 Mitigation Measures

Demolition and Construction Phases

5.4.1 During demolition and construction phases, it is recommended that portable toilets should be provided for construction workers. These will be supplied, maintained and emptied (at a sewage treatment facility) by a specialist contractor.

5.4.2 The demolition and construction contractors shall follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 1/94 for construction site drainage:

- Before commencing any demolition works, all sewer and drainage connection should be sealed to prevent building debris, soil, sand etc. from entering public sewers/drains.
- Wastewater generated from building construction activities including concreting, plastering, internal decoration, cleaning of works and similar activities should not be discharged into the stormwater drainage system. If the wastewater is to be discharged into foul sewers, it should undergo the removal of settleable solids in a silt removal facility, and pH adjustment as necessary.
- Surface run-off from construction sites shall be discharged into storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels or earth bunds or sand bag barriers shall be provided on site to properly direct storm water to such silt removal facilities. Perimeter channels at site boundaries shall be provided where necessary to intercept storm run-off from outside the Site so that it will not wash across the Site.
- Silt removal facilities, channels and manholes shall be maintained and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times.
- For the purpose of preventing soil erosion, temporarily exposed slope surfaces shall be covered e.g. by tarpaulin, and temporary access roads shall be protected by crushed stone or gravel. Intercepting channels shall be provided (e.g. along the crest) to prevent storm runoff from washing across exposed soil surfaces. Arrangements shall always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm.
- Earthworks final surfaces shall be well compacted and the subsequent permanent work or surface protection shall be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels shall be provided where necessary.
- Measures shall be taken to minimise the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they shall be dug and backfilled in short sections. Rainwater pumped out from trenches shall be discharged into storm drains via silt removal facilities.
- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites shall be covered with tarpaulin or similar fabric during rainstorms. Measures shall be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.
- Manholes shall always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers.

- Discharge of surface run-off into foul sewers shall always be prevented in order not to unduly overload the foul sewerage system.
- All vehicles and plant should be cleaned before they leave a construction site to minimize the deposition of earth, mud, debris on roads. A wheel washing bay should be provided at every site exit if practicable and wash-water should have sand and silt settled out or removed before discharging into storm drains. The section of construction road between the wheel washing bay and the public road should be paved with backfall to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains.

5.4.3 In addition, the EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

- The Contractor shall observe and comply with the Water Pollution Control Ordinance and its subsidiary regulation.
- The Contractor shall carry out the Works in such as manner as to minimise adverse impacts on the water quality during execution of the works. In particular the Contractor shall arrange his method of working to minimise the effects on the water quality within and outside the Site, on the transport routes and at the loading, dredging and dumping areas.
- The Contractor shall follow the practices, and be responsible for the design, construction, operation and maintenance of all the mitigation measures as specified in the ProPECC PN 1/94 "Construction Site Drainage" issued by the Director of Environmental Protection. The design of the mitigation measures shall be submitted by the Contractor to the Engineer for approval.
- The Contractor shall not discharge directly or indirectly or cause or permit or suffer to be discharged into any public sewer, stormwater drain, channel, stream-course or sea any trade effluent or foul or contaminated water or cooling or hot water without the prior written consent of the Engineer in consultation with the Director of Environmental Protection and Director of Water Supplies, who may as a condition of granting his consent require to the Contractor to provide, operate and maintain at the Contractor's own expense to the satisfaction of the Engineer suitable works for the treatment and disposal of such trade effluent or foul or contaminated or cooling or hot water. The design of such treatment works shall be submitted to the Engineer for approval not less than one month before commencement of the relevant works.
- If any office, site toilet facilities are erected, foul water effluent shall be directed to a foul sewer or to a sewage treatment and disposal facilities either directly or indirectly by means of pumping or other means approved by the Engineer.
- The Contractor shall not permit any sewage, waste water or effluent containing sand, cement, silt or any other suspended or dissolved material to flow from the Site onto any adjoining land or allow any waste matter which is not part of the final product from waste processing plants to be deposited anywhere within the Site or onto any adjoining land. He shall arrange removal of such matter from the site or any building erected or to be erected thereon in a proper manner to the satisfaction of the Engineer in consultation with the Director of Environmental Protection.

Operation Phase

5.4.4 Wastewater generated from sprinklers and wheel washing facilities will be collected and diverted to the sedimentation tank for silt removal. The wastewater will be firstly diverted and collected in a sump pit for further treatment by sedimentation and dewatering. The slurry/cement cake arising from the wastewater treatment process is inert material and so it will be disposed of at Public Fill Reception Facilities for further reuse. The treated effluent will be reused onsite.

5.4.5 A contingency plan should be prepared by the Applicant to state the details of action in case of emergency, such as tank leakage and overflow, by making reference to the *DSD' Contingency Plan for Incidents Possibly Encountered in Sewage Treatment Facilities have a Potential of Generating an Environmental Nuisance.* The contingency plan will be provided to EPD for approval during submission of the design of the sedimentation tank in detailed design stage in accordance with *Practice Note for Professional Persons – Drainage Plans subject to Comment by EPD (ProPECC PN 5/93)*. The general practices are summarised as follows:

- In case of emergency, site staff shall check the impact on the hydraulic condition and performance of the wastewater treatment facilities.
- In case of power failure, plant staff should provide emergency generators or alternative power supply to the wastewater treatment facilities.
- In case of fire outbreak, plant staff should check and isolate the power supply to the equipment on fire and fight the fire under safe condition. If the fire cannot be controlled, plant staff should dial 999 or the local Fire Station.
- In case of wastewater overflow or pipe leakage, site staff should arrange diversion of park of the influent to standby tanks.

5.4.6 Sewage generated during the operation phase will be stored in a temporary sewage storage tank connected to container toilets for offsite disposal. Results of estimated sewage generation from the Site demonstrated that there will be no adverse water quality impact.

5.4.7 Non-point/diffuse source pollution, such as dust, tyre scraps, oil, etc. might be washed from road surface and/or open areas into water courses during rainstorms. In order to minimise this pollution loading, silt/sand traps should be provided for the drainage systems in accordance with the relevant government guidelines. Such design should be incorporated in the detailed design. With the provided silt/sand traps, debris/oil can be trapped and removed before being discharged. As mentioned in ***paragraph 5.3.7,*** a drainage plan and corresponding pollution control measures will be submitted to Building Authority with reference to EPD's "*Practice Note for Professional Persons – Drainage Plans subject to Comment by EPD (ProPECC PN 5/93)* and the corresponding standards stated in the *Technical Memorandum Standards for Effluents Discharged Into Drainage and Sewerage System, Inland and Coastal Waters* under Cap 358, S21 of WPCO should be complied with if any effluent shall be discharged in the future.

5.4.8 With the provision and implementation of the aforementioned mitigation measures for non-point source pollution, adverse water quality impact due to runoff is not anticipated.

5.5 Conclusion

5.5.1 During demolition and construction phases, water quality impacts can be properly controlled with the implementation of good site practice, as stated in ***paragraph 5.4.2***. Portable toilets will be provided for constructions workers on-site. Provided these measures are implemented, it is unlikely that any adverse water quality impacts from the Site will be generated during the demolition and construction phases.

5.5.2 The contractor shall apply for a Discharge Licence from EPD under the WPCO during demolition and construction phases. All site discharges should be treated as necessary in accordance with the terms and conditions of the Discharge Licence.

5.5.3 During operation, no adverse water quality impact is anticipated from the toilets, etc., because the sewage and wastewater will be collected by two proposed sewage storage tanks of container toilets for offsite disposal. Results of sewage generation from the Site demonstrated that there will be no adverse water quality impact due to sewage.

5.5.4 The wastewater generated from water sprinklers and wheel washing facilities will be collected and diverted to sedimentation tank for silt removal. The treated effluent will be reused onsite.

5.5.5 Moreover, there will be no adverse water quality impact due to runoff with the provision and implementation of the recommended mitigation measures for non-point sources.

5.5.6 Overall, therefore, no adverse water quality impacts are anticipated during the construction, demolition and/or operation phases of the Proposed Development.

Figure 5-1 Location of the Representative Water Sensitive Receivers (WSRs) within 500m Study Area

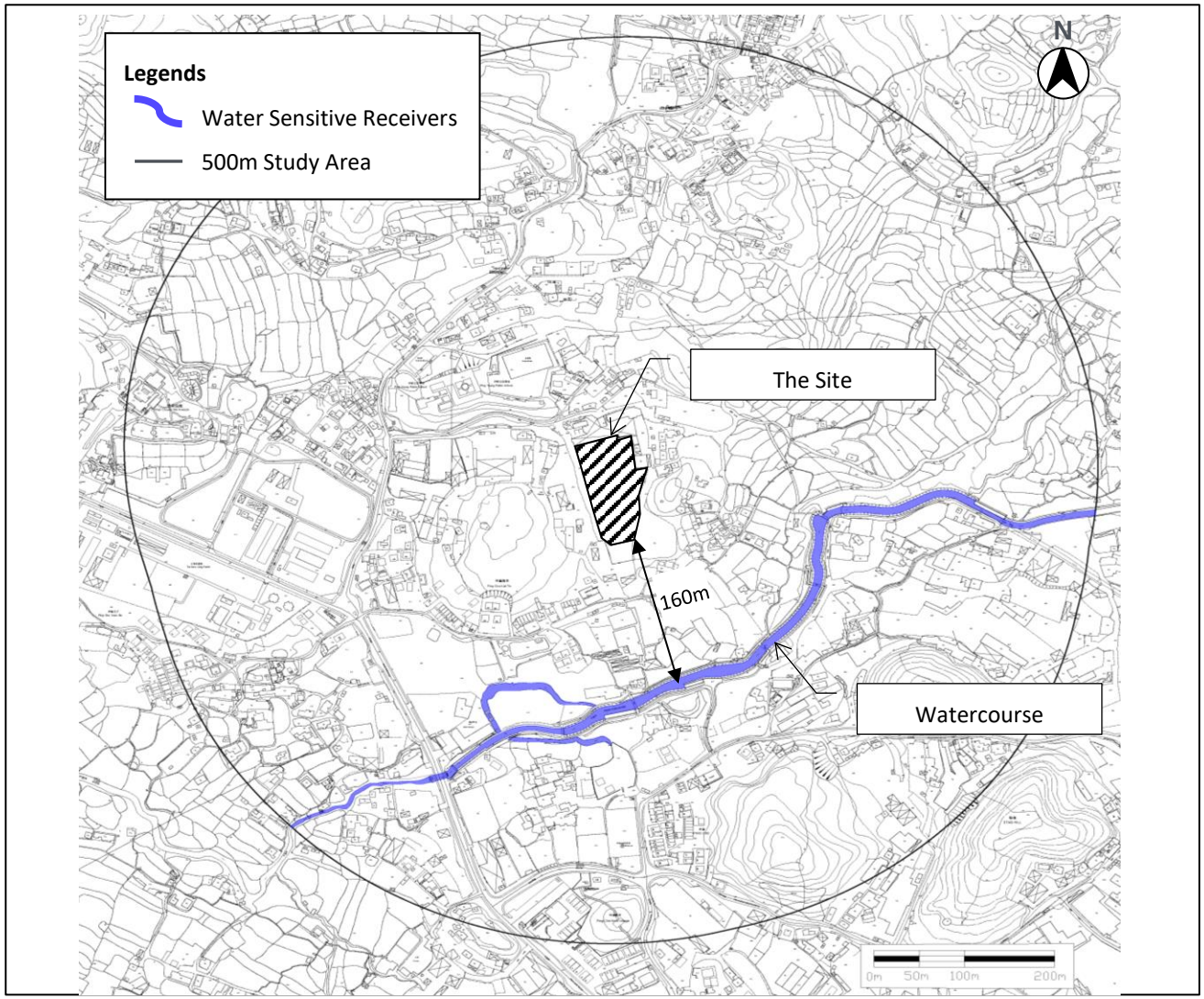
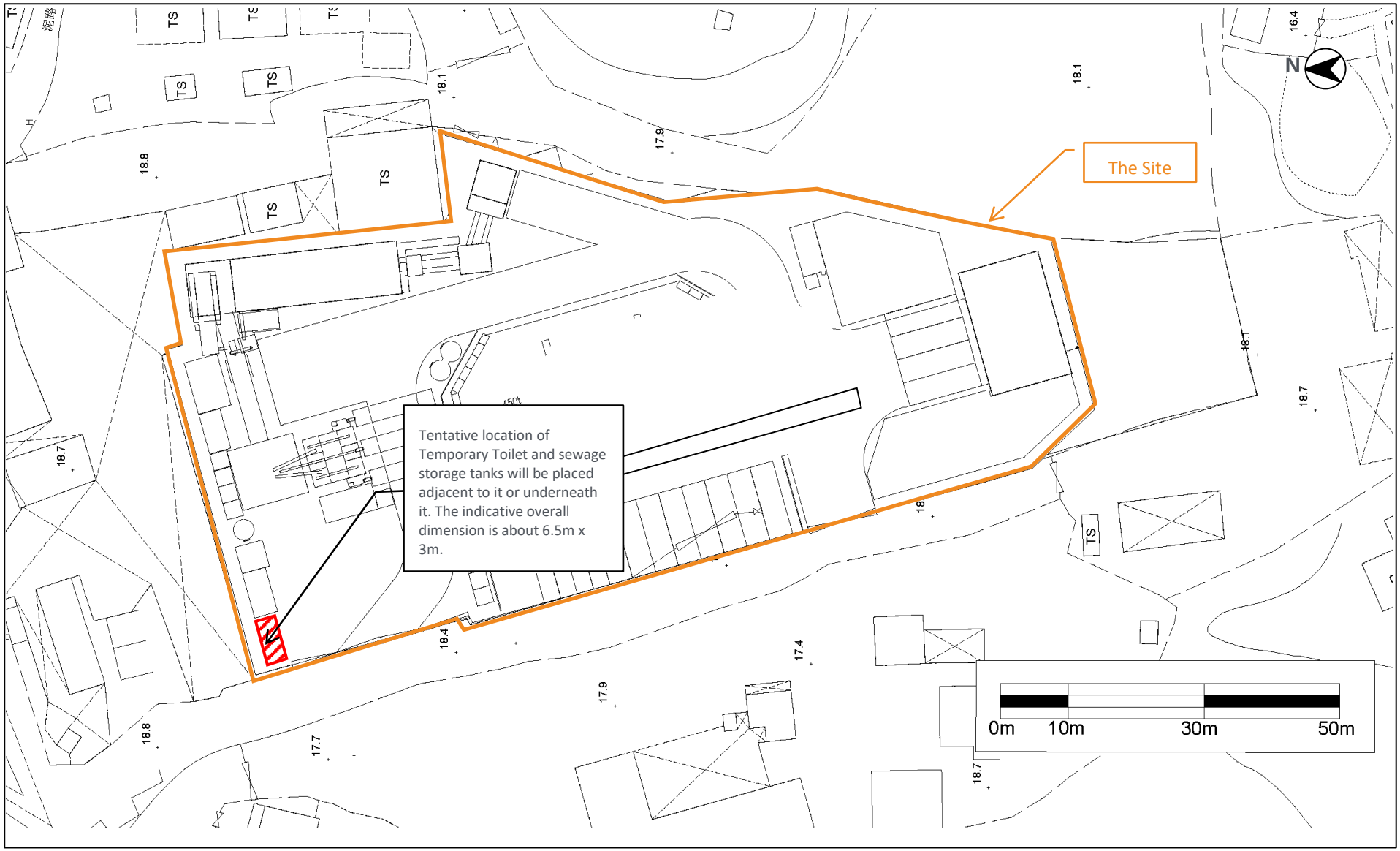


Figure 5-2 Indicative Location of the Temporary Toilets



6 WASTE MANAGEMENT

6.1 Environmental Legislation and Standards

6.1.1 In carrying out the assessment, references have been made to the following relevant legislation, documents and guidelines that are applicable to waste management and disposal in Hong Kong:

- The *Waste Disposal Ordinance* (Cap. 354) (WDO) setting out requirements for storage, handling and transportation of all types of wastes.
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C).
- Waste Disposal (Charges for Disposal of Chemical Waste) Regulation (Cap. 354J).
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N).
- Land (Miscellaneous Provisions) Ordinance (Cap. 28).
- Public Cleansing and Prevention of Nuisances Regulation (Cap. 132BK).
- Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Construction and Demolition Waste (ADV-19).
- Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Provision of Fitments and Fittings in New Buildings (APP-114).
- Building Department Practice Note for Registered Contractors (PNRC 17), Control of Environmental Nuisance from Construction Sites.
- EPD Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.
- EPD Recommended Pollution Control Clauses (RPCC) for Construction Contracts in COP.

6.2 Potential Waste Management Impacts

Construction Phase

6.2.1 The construction activities of the Proposed CBP will involve:

- Demolition of existing CBP, which is a mobile plant assembled by containers type, by lifting down the containers on the group for disassemble.
- Construction of a new CBP, which is a metal structure constructed by welding.

6.2.2 The key potential waste sources during the construction phase are:

- Inert Construction and Demolition (C&D) materials (e.g. waste concrete, surplus soil, waste asphalt, etc.).
- Non-inert C&D materials (e.g. wood and plastics).
- Chemical wastes such as waste battery and waste lubricating oil from vehicles / plant maintenance
- General refuse generated by site workers.

Inert C&D Materials

6.2.3 Inert C&D materials are those which do not decompose, such as debris, rubble, earth and concrete, and which are suitable for land reclamation and site formation.

6.2.4 Construction phase will comprise two major phases, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation. Each major phase will include sub-phases. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. The major source on inert C&D materials during construction will be minor removal of the existing pavement due to demolition of the existing CBP and construction of the proposed CBP. No re-profiling of the Site will be required for the Proposed Development.

6.2.5 Removal of the existing pavement would be limited within the footprint of the steel structure of the existing CBP and Proposed Development. As a conservative approach, it is assumed that the existing pavement of the whole site will be removed for assessment purpose for the worst-case scenario. According to the most recent Site visit carried out on 7 November 2019, the Site is entirely paved. Assuming a typical slab thickness of 0.2m, approximately 1,409m^3 (7,044m^2 x 0.2m) or 3,382 tonnes waste concrete (based on a concrete density of 2,400kg/m^3) of paving to be disposed of.

6.2.6 As no re-profiling of the Site is required, only minor excavation materials will be generated from the Site during the construction phase, and the associated waste generated is considered as insignificant which should be less than 2 tonnes.

6.2.7 Since the existing plant and its equipment are made of steel, the Applicant has confirmed that there was no asbestos containing material currently in the Site and will not use any asbestos containing material during the construction and operation of the proposed CBP. As such, there will be no asbestos containing material arising from the Project works.

Table 6-1 Total Estimated Inert C&D Materials Generated During Construction

Inert C&D Material Type	Estimated Inert C&D Material Generation (Tonnes)
Paving (assumed to be removed for the worst-case scenario for assessing waste management)	3,382
Excavated Materials	2
Total	**3,384**

6.2.8 In total, therefore, an estimated totally 3,384 tonnes of inert C&D materials may be generated from paving throughout the 1 year construction period, equivalent to around 10.8 tonnes per day (tpd) (3,384 tonnes ÷ ((6/7) x 365 days) = 10.8 tpd) on average assuming 6 working days per week.

6.2.9 Inert C&D materials should be reused on-site as far as practicable and efforts should be made to optimise cut and fill requirements during the detailed design. Good site practice and mitigation measures should be implemented, as recommended in ***Section 6.3***. The remaining materials should be sent to pubic fill reception facilities, Fill Bank at Tuen Mun Area 38 and Fill Bank at Tseung Kwan O Area 137.

6.2.10 As no backfilling shall be required for the construction, not much of the inert C&D material is expected to be re-used onsite. Hence, the inert C&D material of 10.8tpd will be disposed of at public fill reception facilities. Moreover, the reuse of inert C&D materials in public filling reception facilities would be agreed with relevant authorities before disposal.

6.2.11 With the implementation of the recommended good site practice and mitigation measures, no adverse waste impact from the handling, transportation or disposal of inert C&D materials during construction of the Project is anticipated.

Non-inert C&D Materials (or C&D Waste)

6.2.12 Non-inert C&D materials (or C&D waste), are those which can decompose such as bamboo, timber, vegetation, packaging waste and other organic material, and which are therefore unsuitable for land reclamation.

6.2.13 The major source on non-inert C&D materials during construction will be building waste including non-inert C&D materials such as timber formwork, packaging waste, and metal generated by demolition of the existing CBP.

6.2.14 In considering the proposed development is a concrete batching plant mainly constructed by metal structures via welding. The quantity of construction waste generated would be the metal generated by demolition of the existing plant. As advised by the Applicant, around 800 tonnes steel was used for the construction of the existing plant. Hence, 800 tonnes metal waste is estimated to be generated during demolition of the existing plant as the worst case scenario.

6.2.15 For the non-inert waste other than metals such as timber formwork, package waste, etc., such kinds of waste are expected to be no more than 2 tonnes in total. On-site sorting should be carried out for non-inert C&D materials generated from the works. Recyclable materials, such as metal, paper product, timber and plastic, should be collected by local recyclers for recycling. All non-inert C&D materials should be recycled as far as possible and landfill disposal should be adopted as the last resort. This nearest disposal facility is North East New Territories Landfill (NENT) Landfill. Considering the amount of non-inert waste other than metals will be relatively small, it is assumed that all these kinds of waste will be disposed of at landfill.

6.2.16 With the implementation of the recommended good site practice and mitigation measures, no adverse waste impact from the handling, transportation or disposal of non-inert C&D materials (or C&D waste) during construction of the Proposed Development is anticipated.

General Refuse

6.2.17 General refuse from workers is similar to domestic waste and includes food packaging and organic materials.

6.2.18 The numbers of workers will depend on the construction methods employed and on which contractor carries out the work. Based on industry experience, we estimate the number of construction workers for a project of this size would average around 50 per day over the 1 year construction period.

6.2.19 Each construction worker will generate general refuse, which is similar to domestic waste. Plate 2.7 of *Monitoring of Solid Waste in Hong Kong – Waste Statistic for 2020* ("Waste Statistics for 2020") published in December 2021 identifies that the per capita domestic waste disposal rate in 2020 was 0.91kg/person/day, although the per worker generation rate of general refuse will likely be less than this. However, to be conservative, the per capita domestic waste disposal rate in 2020 has been adopted for general refuse generation by construction workers. On this basis:

General Refuse/Day	=	No. of workers/day x per capita generation rate
	=	50 workers x 0.91kg/workers/day
	=	45.5kg/day
Total General Refuse	=	General Refuse/Day x Duration of construction contract

= 45.5kg/day x (6 working days/7 days per week X 365 days per year x 1 year)

= 14,235kg

= 14.2 tonnes

6.2.20 Hence, an estimated 14.2 tonnes of general refuse may be generated throughout the 1 year construction period.

6.2.21 On-site sorting for general refuse generated from the works should be carried out. Recyclable materials, such as metal, paper and plastic, should be collected by local recyclers for recycling. All general refuse should be recycled as far as possible and landfill disposal should be adopted as the last resort. This nearest disposal facility is North West New Territories Transfer Station (NWNTRTS).

6.2.22 Plate 3.2 of Waste Statistics for 2020 identifies that in 2020, the recovery rate of domestic waste is 19%. It is therefore estimated that 19% of general refuse (i.e. 2.7 tonnes) of general refuse could be reused and recycled by the recyclers. The surplus general refuse of 11.5 tonnes would be disposed of at the NWNTRTS.

6.2.23 With the implementation of the recommended good site practice and mitigation measures, no adverse waste impact from the handling, transportation or disposal of general refuse from workforce during construction of the Proposed Development is anticipated.

Chemical Waste

6.2.24 No hazardous materials or hazardous wastes are expected to be generated during the construction phase. Since majority of maintenance/repairing for construction equipment will be carried out off-site during construction stage, only several hundred kilograms of chemical wastes including waste batteries, lubricating oil, waste paints and waste lamp may be generated due to the small scale of the works. As a conservative approach, it is assumed that 1 tonnes of chemical waste will be generated during the construction phase.

6.2.25 The Contractor shall register as a Chemical Waste Producer under the WDO. All chemical waste shall be stored at a properly designed chemical waste storage area located within the construction site in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. A licensed collector shall be employed by the Applicant to handle and dispose of all chemical wastes, e.g. at the Chemical Waste Treatment Centre (CWTC) at Tsing Yi, or other facility approved by EPD.

6.2.26 With the implementation of the recommended good site practices and mitigation measures, no adverse waste impact from the handling, transportation or disposal of chemical waste during the construction of the Proposed Development is anticipated.

Summary

6.2.27 The types and estimated quantities of different types of wastes generated during the construction phase are summarised in ***Table 6-2***.

Table 6-2 Estimated amount of different types of wastes to be generated during construction phase

Waste Type	Estimated Quantity (Tonnes)	Key Sources Of Waste Generation	Management Option	
			Reuse / Treatment	Disposal
Inert C&D Material				
Paving	3,382	Site clearance and formation within the footprint of the existing CBP and the proposed CBP	The opportunities for on-site reuse of inert C&D materials will be considered and maximized.	The surplus inert C&D material will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137.
Excavated Material	2	Minor excavation works		
Non-inert C&D Material				
Building Waste (metal)	800	Demolition of the existing CBP	About 800 tonnes metal wastes to be recycled by recycler.	All building waste (i.e. metal) will be recycled. No or negligible amount of metal waste will be disposed of.
Building Waste (timber, packaging, etc.)	2	Demolition of the existing CBP	To be recycled as far as practicable and the amount of recycling assumed to be negligible for the worst-case scenario.	About 2 tonnes to be disposed of at landfill.
General Refuse	14.2	Construction workers and site office	About 2.7 tonnes to be recycled by recyclers.	About 11.5 tonnes to be disposed of at NWNTRTS.
Chemical Waste	1	Waste batteries, lubricating oil and waste paints, etc.	All to be collected by the licensed chemical waste collector and treated in the CWTC.	

Operation Phase

6.2.28 During the operation phase, Municipal Solid Waste (MSW) from onsite staff and truck drivers will be generated, and the major type of wastes generated during operation will be cementitious cake. Chemical wastes will be also generated from the maintenance of the plant equipment.

6.2.29 According to Plate 2.7 of Waste Statistic for 2020, the most recent per capita disposal rates of MSW to be 1.44kg/person/day. The estimated total staffs of the Proposed Development would be 22 people, so the quantity of MSW disposed of is expected to be about 11.6 tonnes per year on assuming 7 working days per week.

6.2.30 Plate 3.2 of Waste Statistics for 2020 identifies that in 2020, the recovery rate of MSW is 28%. It is therefore estimated that 28% of MSW (i.e. 3.2 tonnes per year) could be reused and recycled by the recyclers.

6.2.31 The surplus MSW of 8.4 tonnes per year (i.e. 0.023 tpd on assuming 7 working days per week) would be disposed of at the NWNTRTS.

6.2.32 Since MSW will be collected on a regular basis by registered waste collectors and will be disposed at a landfill managed by EPD, no adverse waste impacts from handling, transportation or disposal are anticipated. Nevertheless, to minimise MSW generation mitigation measures proposed in ***Section 6.3*** should be implemented.

6.2.33 Several hundred kilograms of chemical wastes including waste batteries and lubricating oil may be generated due to maintenance of the plant equipment per year. As a conservative approach, it is assumed that 1 tonnes of chemical waste will be generated per year during the operation phase. The Applicant shall register as a Chemical Waste Producer under the WDO. The handling of chemical waste during the operation of the proposed CBP should follow the requirements of collection, storage, handling, labelling of containers of chemical waste governed under Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C). A licensed collector shall be employed by the Applicant to handle and dispose of all chemical wastes, e.g. at the Chemical Waste Treatment Centre (CWTC) at Tsing Yi, or other facility approved by EPD. Hence, no adverse impact from chemical wastes is anticipated.

6.2.34 Besides, cementitious cake, the major type of waste, will be also generated from the sedimentation tank for recycling the wastewater from runoff and wheel washing facilities. As estimated by the Applicant based on their experience from a concrete batching plant with similar capacity, the quantity of cementitious cake generated from the sedimentation tank is about 15 tonnes per day in average. It is assumed that the proposed CBP will generate similar amount of cementitious cake during its operation. There is no opportunities for recycling the cementitious cake onsite. The cementitious cake will be therefore reused at Public Fill Reception Facilities. Hence, the estimated quantity of cementitious cake would be reused offsite is about 5,475 tonnes per year.

6.2.35 The type and estimated quantities of different types of wastes generated during the construction phase are summarised in ***Table 6-3***.

Table 6-3 Estimated amount of different types of wastes to be generated during operation phase

Waste Type	Estimated Quantity (Tonnes / Year)	Key Sources Of Waste Generation	Management Option	
			Reuse / Treatment	Disposal
MSW	11.6	Site staff	About 3.2 tonnes to be recycled by recyclers per year.	About 8.4 tonnes to be disposed of at NWNTRTS per year.
Cementitious Cake	5,475	Sedimentation tank	Nil	All to be reused at Public Fill Reception Facilities.

Waste Type	Estimated Quantity (Tonnes / Year)	Key Sources Of Waste Generation	Management Option	
			Reuse / Treatment	Disposal
Chemical Waste	1	Waste batteries and lubricating oil, etc.	All to be collected by the licensed chemical waste collector and treated in the CWTC.	

6.2.36 With the implementation of the mitigation measures, there should be no adverse waste impact from the handling, transportation or disposal of waste during the operation of the Proposed Development.

6.3 Mitigation Measures

Construction Phase

6.3.1 Waste management shall be controlled through contractual requirements as well as through statutory requirements.

6.3.2 A Waste Management Plan (WMP) should be developed by the contractor before the commencement of any construction works. The objectives of the WMP will be to identify any potential environmental impacts from the generation of waste at the Site; to recommend appropriate waste handling, collection, sorting, disposal and recycling measures in accordance with requirements of the current regulations; and to categorise and permit segregation of C&D materials where practicable (i.e. inert material / non-inert material) for disposal considerations i.e. public fill / landfill.

6.3.3 The contractors should adopt good housekeeping practices with reference to the WMP such as waste segregation prior to disposal. Besides the provision of stockpiling and segregating areas at site, effective collection of site wastes is required to prevent waste materials being blown around by wind, flushed or leached into nearby waters, or creating odour nuisance or pest and vermin problems. Waste storage areas should be well maintained and cleaned regularly.

6.3.4 A trip-ticket system should be established in accordance with DevB TC(W) No. 6/2010 and the Waste Disposal (Charges for Disposal of Construction Waste) Regulation to monitor the disposal of public fill and solid wastes at public filling facilities and landfills, and to control fly-tipping. A trip-ticket system should be included as one of the contractual requirements for the contractor to strictly implement.

6.3.5 Whenever there are excess recyclable construction materials, including bricks, plastics and metals, reuse and recycling should be carried out as far as practicable to minimise the amount of waste disposal. Other inert non-recyclable materials such as concrete, asphalt, etc. should be treated as public fill. Non-inert and non-recyclable wastes should be disposed at designated landfill site.

6.3.6 General refuse should be stored in enclosed bins or compaction units separate from C&D material. A reputable waste collector should be employed by the construction contractor to remove general refuse from the Site, separately from C&D materials. Preferably an enclosed and covered area should be provided to reduce the occurrence of “wind-blown” materials.

6.3.7 For chemical waste, the Contractor should follow the ‘trip-ticket’ system of which the arrangement of production, collection and disposal in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

6.3.8 In addition, the EPD’s RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize

inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

- The Contractor shall observe and comply with the Waste Disposal Ordinance and its subsidiary.
- The Contractor shall submit a Waste Management Plan to the Engineer for approval according to the ADV-19 with appropriate mitigation measures including allocation of an area for waste segregation and shall ensure that the day-to-day site operations comply with the approved waste management plan.
- The Contractor shall minimise the generation of waste from his work. Avoidance and minimisation of waste generation can be achieved through changing or improving design and practices, careful planning and good site management.
- The Contractor shall ensure that different types of wastes are segregated on-site and stored in different containers, skips or stockpiles to facilitate reuse / recycling of waste materials and, as the last resort, disposal at different outlets as appropriate.
- The Contractor shall ensure that Construction and Demolition (C&D) materials are sorted into public fill (inert portion) and C&D waste (non-inert portion). The public fill which comprises soil, rock, concrete, brick, cement plaster/mortar, inert building debris, aggregates and asphalt shall be reused in earth filling, reclamation or site formation works. The C&D waste which comprises metal, timber, paper, glass, junk and general garbage shall be reused and recycled and, as the last resort, disposal of at landfills.
- The Contractor shall record the amount of waste generated, recycled and disposed of (including the disposal sites).
- The Contractor shall use a trip ticket system for the disposal of C&D materials to any designated public filling facility and/or landfill.
- Training shall be provided for workers about the concepts of site cleanliness and appropriate waste management procedure, including waste reduction, reuse and recycling.
- The Contractor shall observe and comply with the Waste Disposal (Chemical Waste) (General) Regulation.
- The Contractor shall apply for registration as chemical waste producer under the Waste Disposal (Chemical Waste) (General) Regulation when chemical waste is produced. All chemical waste shall be properly stored, labelled, packaged and collected in accordance with the Regulation.

Operation Phase

6.3.9 The plant management shall encourage reuse and recycling of MSW in line with government policy. The waste management hierarchy shall be adopted by the building management to manage MSW in a sustainable manner. The waste management hierarchy is a concept which shows the desirability of various waste management methods and comprises the following in order of preference:

- Avoidance.
- Minimisation.
- Recycling/reuse.

6.3.10 MSW such as general refuse, food waste, food packaging, paper, can, plastic bottles, etc., which shall be collected and stored in appropriate waste receptacles with a secure lid to minimize the

potential adverse impact due to wind blowing away garbage and to improve hygiene. Recyclable and non-recyclable waste shall be regularly collected by waste collectors and taken off-site for recycling or disposal, respectively.

6.3.11 For the cementitious cake, the Contractor should temporarily store the cementitious cake onsite in a waste hopper with impervious sheeting covering before transferred to Public Fill Reception Facilities for reuse.

6.3.12 For chemical waste, the Contractor should follow the 'trip-ticket' system of which the arrangement of production, collection and disposal in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

6.4 Conclusion

6.4.1 With the development of WMP and to implement the good site practices recommended therein, the waste generation during construction phase can be greatly reduced. Provided that good site practices as recommended in ***Section 6.3*** are followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction phase.

6.4.2 During the operation phase, the major type of waste generated will be MSW and cementitious cake generated from sedimentation tank. Chemical wastes will be generated during maintenance of the plant equipment. Industrial waste will be collected on a regular basis by waste collectors and will be disposed at a landfill managed by EPD. Similarly, the cementitious cake will be also disposed of at the Public Fill Reception Facilities while chemical waste will be disposed of in accordance with the Waste Disposal (Chemical Waste) (General) Regulation. Therefore, there should be no adverse waste impact from the handling, transportation or disposal of waste during the operation of the Proposed Development.

6.4.3 With the implementation of the recommended mitigation measures, adverse waste impacts generated during the construction and operational phases of the Proposed Development are not anticipated.

7 LAND CONTAMINATION

7.1 Environmental Legislation and Standards

7.1.1 The land contamination assessment has been conducted in accordance with the following legislation, standard and guidelines:

- EPD Guidance Note for Contaminated Land Assessment and Remediation.
- EPD Practice Guide for Investigation and Remediation of Contaminated Land.
- Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management

7.2 Assessment Methodology

7.2.1 The assessment for land contamination of the Site was carried out with reference to EPD's Practice Guide. A normal land contamination assessment will involve the following steps:

(a) Carry out site appraisal, including background information collection (if there is any potential land contamination sources and issues identified, steps (b) to (g) shall be carried out).

(b) Design site investigation (SI) strategy and prepare a Contamination Assessment Plan (CAP) for EPD's approval

(c) Conduct SI according to the approved CAP

(d) Interpret SI results and prepare a Contamination Assessment Report (CAR) for EPD's approval

(e) Plan and design remediation strategy and prepare a Remediation Assessment Plan (RAP) for EPD's approval

(f) Carrying out the remediation works

(g) Preparing the Remediation Report (RR) for EPD's endorsement

7.3 Site Appraisal Findings

7.3.1 Site appraisal was conducted with an aim to identify any potential contamination source due to past and present land-use activities at the Site that may have caused land contamination.

Historical Use of the Site

7.3.2 Aerial photographic records for the Site between 1973 and 2019, available at the Survey and Mapping Office (SMO) of Lands Department, were reviewed, these records revealed that the Site was agriculture land prior to 1980s and land contamination issues arising from this agriculture uses was unlikely occurred. In 1986, the Site was transformed into some warehouses. A concrete batching plant located at the northern side of the Site commenced to operate in 1987 and closed in 2000s whereas the eastern and southern sides of the Site remained its use as warehouses. After that, the whole site was transformed into a concrete batching plant since late 2010s. As per Table 2.3 of EPD's Practice Guide for Investigation and Remediation of Contaminated Land, volatile organic chemicals (VOCs), semi-volatile organic chemicals (SVOCs) and petroleum carbon ranges (PCRs) will be potentially emitting from the storage and transfer of residues from physical conversion of earthen materials by sorting, mixing and grinding activities during concrete production. Furthermore, a typical warehouses is commonly adopted as storage of goods or site office only, while the concrete batching plant only consists of temporary steel structures and facilities to handle cement, sand, water, aggregates and ice only, which did/will not involve any chemical manufacturing/processing processes and generally all waste water within the concrete

batching plant are recycled. Although the Site is fully paved with concrete and is separated from the soil underneath, there is still potential land contamination issues associated with the past land use as concrete batching plants. Therefore, investigation on potential land contamination issues are further discussed in ***Sections 7.3.3*** to ***7.4.3***. The historical land uses of the Site based on the aerial photographic records is summarised in ***Table 7-1*** and aerial photographs are provided in ***Appendix R***.

Table 7-1 Historical Land Uses of the Site based on the Aerial Photographic Records

Photo Date	Land Use
December 1973	Agriculture land (whole site area)
August 1986	Warehouse (eastern part of the site)
October 1987	Warehouse (eastern part of the site) and Concrete Batching Plant (northern part of the site)
November 1995	Warehouse (middle part of the site) and Concrete Batching Plant (northern part of the site)
October 1998	Warehouse (eastern part of the site) and Concrete Batching Plant (northern part of the site)
August 2010	Warehouse (whole site area)
March 2019	Existing Concrete Batching Plant (middle part of the site); the ancillary facilities with parking spaces (northern part of the site) and storage (southern and eastern part of the site)

Site Walkover

7.3.3 A site walkover was carried out on 7 November 2019. The Site is currently entirely paved and used as a concrete batching plant. No equipment and vehicles repairing activities were observed onsite. No underground bulk fuel storage tank was identified during the site walkover. All the limited aboveground fuel storage tanks and admixtures tanks within the Site are provided with secondary containments underneath. No leakage of chemicals observed. Hence, no land contamination issue is anticipated due to the existing use as a CBP. The photos of the existing site are shown on ***Appendix S***.

Dangerous Goods & Incident Records

7.3.4 Regional Office (North) of EPD was contacted to review if any record of registered Chemical Waste Producers or accident spillage / leakage of dangerous or chemical is kept by the office. Letter reply confirmed that they do not have any record of chemical spillage / leakage incident at the Site in the past 5 years. In addition, it was checked in EPD office on 12 May 2021 that there is no record of the chemical waste producers at the Site. In addition, Fire Services Department (FSD) was also contacted to review any current/past licences for storage of Dangerous Goods (DG), registration of DG licence, fire incidents, spillage/leakage of DG, etc. relating to the Site. FSP replied and confirmed that there is no record of DG licence, fire incidents or incidents of spillage/leakage of DG were found in connection with the Project Site.

7.3.5 The enquiry letters to EPD and FSD, and responses from EPD and FSD are enclosed in ***Appendix T*** for reference.

Conclusion from Site Appraisal

7.3.6 Based on recorded nature of the past and present land use activities, no obvious contamination issues was identified. In addition, as mentioned in ***Section 7.3.2*** a concrete batching plant only consists of temporary steel structures and facilities to handle cement, sand, water, aggregates and ice only, which did/will not involve any chemical manufacturing/processing processes and generally all water within the concrete batching plant are recycled. Only a small amount of admixture is/will be adopted as the raw materials consumption for concrete mixing, but there are usually drip tray provided for each admixture tanks, with implementation of good site practices by the staff of the CBP, potential leakage from the admixture tanks is considered unlikely. In view of this, the potential land contamination issues due to the past operation of concrete batching plant, and future potential of land contamination issues arising from the operation of the proposed CBP is not anticipated. Nevertheless, there is still potential land contamination issues associated with the previous concrete batching plants operated by another operator in 1990s'. Therefore, steps (b) to (g) of ***paragraph 7.3.1*** shall be required. Because the Site including the existing CBP is currently being in use, it is not appropriate to carry out site investigation at this planning stge. A CAP with the updated site information is recommended to be prepared for EPD's review during the detailed design stage for Phase 1 works described in ***Section 2.2***. The CAR for Phase 1 should be prepared for EPD's review after the site investigation. If land contamination is confirmed, RAP for Phase 1 should be prepared for EPD's review and remediation works should be carried out according to the approved RAP. No commencement of the construction work will be allowed prior to completing remediation works. A RR for Phase 1 should also be prepared for EPD's endorsement to demonstrate that the clean-up of the contaminated land is completed. Updated CAP, CAR, RAP (if contamination is identified) and RR (if contamination is identified) for Phase 2 (***Section 2.2*** refers) shall also be provided.

7.4 Operation of the Proposed Development

7.4.1 Admixtures involved in the concrete production will be stored in a properly designed admixture tanks with secondary containments underneath. Adverse land contamination issue arising from the use of admixtures in concrete production is not anticipated.

7.4.2 As mentioned in ***Section 6.2***, several hundred kilograms of chemical wastes, including waste batteries, lubricating oil, etc., will be generated from the operation of the proposed development per year during operation of the Proposed Development. The Applicant shall register as a Chemical Waste Producer under the WDO. All chemical waste shall be stored at a properly designed chemical waste storage area located within the Site in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. A licensed collector shall be employed by the Applicant to handle and dispose of all chemical wastes, e.g. at the Chemical Waste Treatment Centre ("CWTC") at Tsing Yi, or other facility approved by EPD.

7.4.3 With the implementation of the recommended measures, no adverse land contamination issues associated with the operation of the Proposed Development is anticipated.

7.5 Conclusion

7.5.1 A detailed investigation of the past and present land-use of the Project Site was carried out. There is potential land contamination issues associated with the previous concrete batching plants operated by another operator in 1987 and 1998. It is concluded that the land contamination issues due to the past operation of the concrete batching plant, as well as any potential land contamination issues arising from the future operation of the Site are unlikely be occurred owing to the nature of the concrete production works. Nonetheless, a CAP of phase 1 is recommended to be prepared for EPD's endorsement during the detailed design stage. The CAR of phase 1 should be prepared for EPD's approval after the site investigation. If land contamination is confirmed, RAP of phase 1 should be prepared for EPD's approval and

remediation works should be carried out according to the approved RAP. No commencement of the construction work will be allowed prior to the completion of the remediation works. A RR of phase 1 should also be prepared for EPD's endorsement to demonstrate that the clean-up of the contaminated land is completed. Updated CAP, CAR, RAP (if contamination is identified) and RR (if contamination is identified) for Phase 2 (***Section 2.2*** refers) shall also be provided.

7.5.2 During operation phase, no adverse land contamination issue is anticipated with the implementation of the recommended measures.

Figure 7-1 Location of Proposed Land Contamination Assessment Area

8 CONCLUSION

8.1.1 The potential environmental impacts arising from the operation of the proposed Concrete Batching Plant ("CBP") in Ping Che have been assessed.

8.1.2 During the construction phase, construction dust, noise, surface run-off and waste are unlikely to cause any unacceptable environmental impacts provided that the standard pollution control measures recommended are implemented.

8.1.3 During the operation phase, the conclusions of the impact assessments are as follows:

Air Quality

8.1.4 Respirable Suspended Particulates ("RSP"), Fine Suspended Particulates ("FSP") and Nitrogen Dioxide ("NO_2") will be the major air pollution concerns during the operation phase of the Reinstated CBP. A site visit was conducted on 7 November 2019. Based on the site visit and the information provided on the survey map, nearby Air Sensitive Receivers ("ASRs") within 500m of the Site were identified.

8.1.5 The background RSP, FSP and NO_2 co ncentrations of the works area have been estimated based on the data extracted from EPD's PATH v2.1 model. Cumulative air quality impacts were assessed using EPD-approved dispersion modelling including AERMOD, EMFAC HK Version 4.3 and CALINE4 arising from the operation phase of the proposed CBP and vehicular emissions, respectively, as well as background concentrations within 500m Study Area from the project boundary of the proposed CBP.

8.1.6 The Applicant has confirmed that no generator sets will be used for production within the Site. Furthermore, the engines of all trucks will be switched off whilst queuing/waiting within the Site and whilst loading/ unloading.

8.1.7 At the ASRs, the predicted 10th highest daily average RSP and annual average RSP ranged from 68.7µg/m^3 to 82.0µg/m^3 and from 28.3µg/m^3 to 36.5µg/m^3, respectively. The predicted 10th highest daily average RSP and annual average RSP concentrations are well within their corresponding AQOs of 100µg/m^3 and 50µg/m^3 respectively. For the predicted 36th highest daily average FSP and annual average FSP ranged from 25.6µg/m^3 to 29.9µg/m^3 and from 16.2µg/m^3 to 19.5µg/m^3 respectively. The predicted 36th highest daily average FSP and annual average FSP concentrations are well within their corresponding AQOs of 50µg/m^3 and 25µg/m^3 respectively. In addition, the predicted 19th highest hourly NO_2 and annual NO_2 ranged from 104.0µg/m^3 to 154.3µg/m^3 and from 13.4µg/m^3 to 27.0µg/m^3. The predicted 19th highest hourly average NO_2 and annual average NO_2 concentrations are well within their corresponding AQOs of 200µg/m^3 and 40µg/m^3 respectively.

8.1.8 Nevertheless, dust mitigation during the operation phase is still recommended to further reduce dust impacts:

- The whole site shall be paved by concrete.
- Dust collectors shall be installed at the silos and the enclosure of the mixing plant to minimise dust emissions.
- Conveyors and mixing plant shall be enclosed.
- The aggregate stockpile shall be covered entirely by impervious sheeting.

8.1.9 The air quality assessment has concluded that operation of the Reinstated CBP will not cause any unacceptable air quality impacts to the surrounding areas or to local residents. The operation details of the Reinstated CBP will be refined in the detailed design stage when applying for the Specified Process (SP) Licence. An Air Pollution Control Plan (APCP) shall be prepared to support

the SP Licence in accordance with Sections 14, 14A and 15 of the APCO. The APCP shall demonstrate full compliance with the AQOs for obtaining the SP Licence for the Reinstated CBP.

Noise

8.1.10 Based on the site visits in November 2019 and the information provided on the survey map, NSRs within 300m of the Site and along the local access road were identified. A number of structures on the survey map that turned out to be abandoned structures, or even no longer in existence, such as the former Ping Yeung Public School, and so these are not considered to be NSRs.

8.1.11 For construction noise from new plant and associated superstructures and demolition noise from existing plant, no unacceptable noise impact on all identified NSRs due to the Proposed Development is anticipated.

8.1.12 For industrial noise, in order to achieve a low operational noise level, a number of noise reduction measures will be required in the design of the proposed CBP as recommended in ***Section 4.6.11*** of this EA Report.

8.1.13 For the noise impact arising from off-site traffic, no unacceptable noise impact on the NSRs due to the Proposed Development is anticipated with reference to the traffic noise results.

8.1.14 The industrial and traffic noise assessment has concluded that with implementation of proposed noise mitigation measures, operation of the CBP to be reinstated will not cause any unacceptable noise impacts to the surrounding NSRs.

Water Quality

8.1.15 During the construction and demolition phase, no extensive land formation works will be required while minor excavation works will be carried out. Since all the structures of the proposed CBP will be precast, and only minor excavation works will be required within the Site. Therefore adverse water quality impacts arising from these construction works is not anticipated. With the provision, implementation and maintenance of the mitigation measures recommended in ***paragraphs 5.4.1*** to ***5.4.3***, no adverse water quality impact due to the construction and demolition phases of the Proposed Development is anticipated.

8.1.16 For the sewage generated by the on-site staff and truck drivers. Such sewage would be stored in a temporary sewage storage tank connected to container toilets for off-site disposal. All process wastewater from wheel washing facilities will be passed through a filter press to produce reusable water and a “clay cakes” residue. All of the process wastewater generated within the CBP will be reused within the CBP and there will be no discharge of process wastewater off-site.

8.1.17 Stormwater drains will be provided within the site to collect uncontaminated rainwater during storm events. This will be collected and discharged as clean water. The stormwater drains will be designed to ensure that stormwater does not mix with process water collected elsewhere. The stormwater drains will also be well maintained and kept clear of any litter or cement residues at all times to ensure that any water discharged via these drains is uncontaminated.

8.1.18 The water quality assessment has concluded that with recycling of process water and the provision of toilets, operation of the Reinstated CBP will not cause any unacceptable water quality impacts to the surrounding areas or to local residents.

Waste Management

8.1.19 The waste management assessment has concluded that construction and operation of the proposed CBP will not cause any unacceptable waste impacts to the surrounding areas or to local residents.

Land Contamination

8.1.20 A detailed investigation of the past and present land-use of the Project Site was carried out. There is potential land contamination issues associated with the previous concrete batching plants operated by another operator in 1990s'. A CAP is recommended to be prepared for EPD's endorsement during the detailed design stage. The CAR should be prepared for EPD's approval after the site investigation. If land contamination is confirmed, RAP should be prepared for EPD's approval and remediation works should be carried out according to the approved RAP. No commencement of the construction work will be allowed prior to the completion of the remediation works. A RR should also be prepared for EPD's endorsement to demonstrate that the clean-up of the contaminated land is completed.

8.1.21 During operation phase, no adverse land contamination issue is anticipated with the implementation of the recommended measures.

Overall Conclusions

8.1.22 The mitigation measures recommended to be implemented for different environmental aspects are summarised in below:

Table 8-1 Summary of Mitigation Measures for Different Environmental Aspects

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
Air	During Construction Phase: • Whole CBP Site: Follow the *"Air Pollution Control (Construction Dust) Regulation"* to ensure effective dust abatement measures have been properly implemented to reduce dust emissions for the relevant construction activities. • Whole CBP Site: Any notifiable work defined under the above regulation shall give advance notice to EPD, the contractor shall ensure that the notifiable and regulatory works are carried out with the Schedule of the Regulation. Dust control and suppression measures shall be provided in the Schedule. During Operation Phase: • Whole CBP Site: The whole site shall be paved by concrete. • Cement/PFA/GGBS/Silica Silos: Dust collectors shall be installed at the silos and silos shall be equipped with high level alarms to warn of over filling. Seating of pressure relief valves of all silos shall be checked at least once a week. Dust accumulated shall be properly handled. • During unloading of cement/PFA/GGBS/silica fume from tankers to the relevant silos via the pneumatic system, dust-laden air will be vented to the dust collector, in order to abate the dust emissions and comply with the BPM3/2(16) limit. • Receiving hoppers: During unloading of materials, the receiving hoppers shall be enclosed on three sides up to 3m above the unloading point. In no case shall these hoppers be used for material storage. Water spraying device shall be operated during the unloading of aggregate/crushed fines/sand. • Concrete Mixer: The enclosure of the mixing plant to minimise dust emissions. • Conveyors: Fully enclosed.

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	• Mixer trucks: Closure device shall be provided for preventing spillage of concrete. • Access roads: Shall be paved and adequately wetted. • Site Exit: Shall be provided with wheel washing facilities.
Noise	During Construction Phase: • Whole CBP Site: Quality PME and quiet construction method should be adopted if possible. • Whole CBP Site: The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented. • Whole CBP Site: Noisy equipment and noisy activities should be located as far away from the NSRs as is practical. • PME: PME should be kept to a minimum and the parallel use of noisy equipment/ machinery should be avoided. • PME: Use noise barriers or enclosure for the PME if appropriate. • PME: Implement good house-keeping and provide regular maintenance to the PME. • Spot check resultant noise levels at nearby NSRs. During Operation Phase: • Concrete Mixer (concrete collecting activities): The semi-enclosure for the concrete mixing plant shall be with acoustic panels with an overall Noise Reduction (NR) of at least 10 dB(A). • Conveyor: The entire conveyor except the opening for aggregates unloading shall be provided with a noise enclosure with an overall NR of at least 10 dB(A). • Air compressor, water/ admixture pump, filter fan (mixing unit) and filter fan (silo): These equipment should be located inside the semi-enclosed concrete mixing plant and openings of the enclosure (minimum surface density of 10kg/m^2) shall be properly sealed to minimise noise leakage. • Site Boundary: The proposed 4m barrier (minimum surface density of 10kg/m^2) at the site boundary to screen the vehicle movement noise.
Waste Management	During Construction Phase: • The opportunities for on-site reuse of inert C&D materials will be considered. • The surplus inert C&D material will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137. • About 800 tonnes non-inert C&D Materials i.e. metal wastes will be recycled by recycler. • For the non-inert C&D waste other than metal (e.g., timber, packaging, etc.), the opportunities for on-site reuse of non-inert C&D materials will be considered. For the worst-case scenario, about 2 tonnes of such kinds of non-inert C&D waste will be disposed of at landfill. • About 2.7 tonnes General Refuse will be recycled by recyclers. • About 1.5 tonnes General Refuse will be disposed of at NWNTRTS.

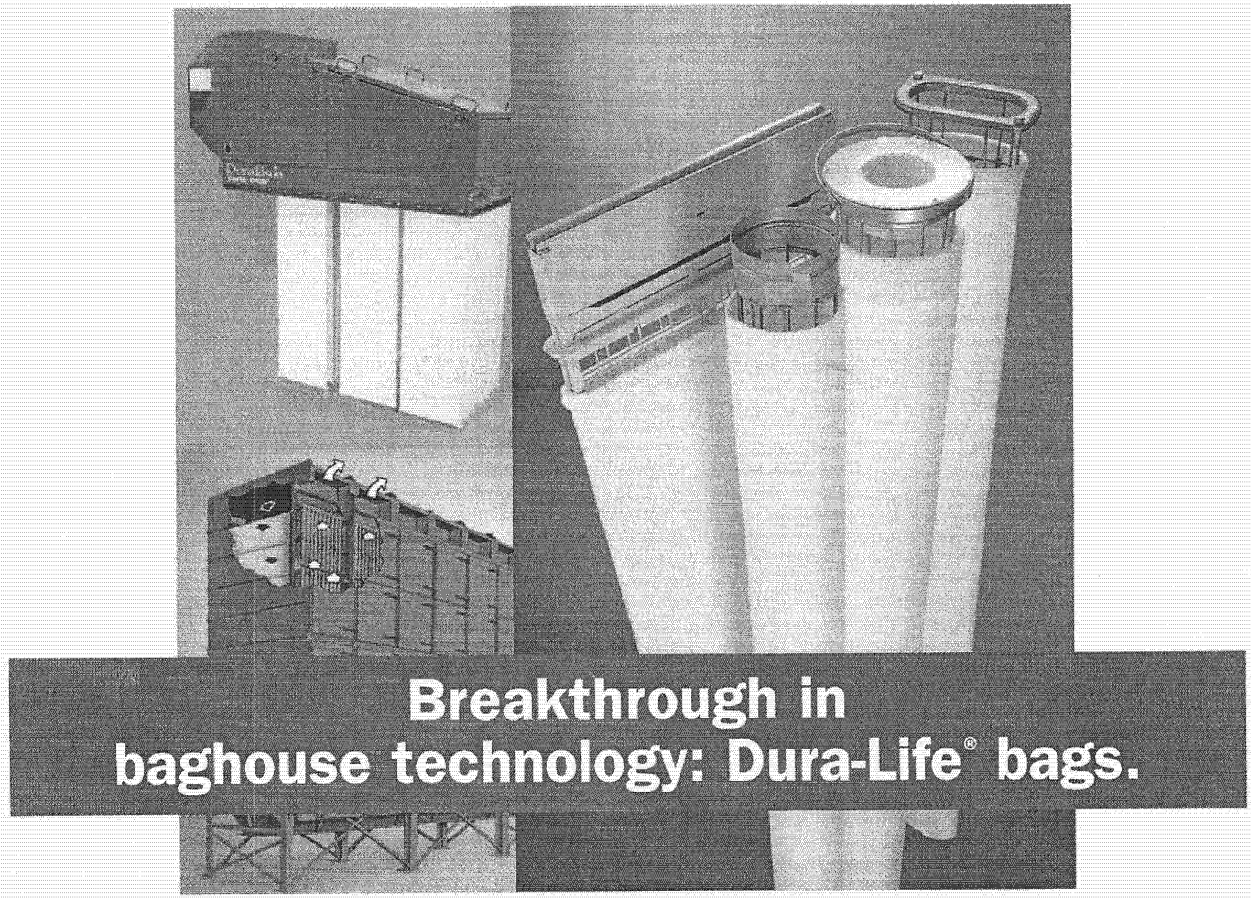
ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	• Less than 1 tonnes of chemical wastes including waste batteries, lubricating oil and waste paint will be collected by licenced chemical waste collector and treated in the CWTC. During Operation Phase: • About 3.2 tonnes of industrial waste will be recycled by recyclers per year, while about 8.4 tonnes will be disposed of at NWNTRTS per year. • All cementitious cake generated will be reused at Public Fill Reception Facilities. • Less than 1 tonnes of chemical wastes including waste batteries and lubricating oil, etc., will be collected by the licensed chemical waste collector and treated in the CWTC per year.

Water	During Demolition and Construction Phases:
	• The demolition and construction contractors shall follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 1/94 for construction site drainage:
	• Follow the good engineering practice as specified in EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract.
	• Portable toilets should be provided for construction workers. These will be supplied, maintained and emptied (at a sewage treatment facility) by a specialist contractor.
	
	During Operation Phase:
	• Wastewater generated from sprinklers and wheel washing facilities will be collected and diverted to the sedimentation tank for silt removal
	• Sewage generated during the operation phase will be stored in a temporary sewage storage tank connected to container toilets for offsite disposal.
	• A contingency plan should be prepared by the Applicant to state the details of action in case of emergency, such as tank leakage and overflow
	  ○ In case of emergency, site staff shall check the impact on the hydraulic condition and performance of the wastewater treatment facilities.
	  ○ In case of power failure, plant staff should provide emergency generators or alternative power supply to the wastewater treatment facilities.
	  ○ In case of fire outbreak, plant staff should check and isolate the power supply to the equipment on fire and fight the fire under safe condition. If the fire cannot be controlled, plant staff should dial 999 or the local Fire Station.
	  ○ In case of wastewater overflow or pipe leakage, site staff should arrange diversion of park of the influent to standby tanks.
	• silt/sand traps should be provided for the drainage systems to trap debris/oil before discharge

8.1.23 Overall, this EA Report has concluded that the proposed CBP will not result in any unacceptable environmental impacts during the construction, demolition or operation phases, provided that recommended mitigation measures are implemented and good site practices are adopted.

Appendix A PRODUCT CATALOGUE OF DUST COLLECTORS TO BE ADOPTED

Donaldson.
FILTRATION SOLUTIONS



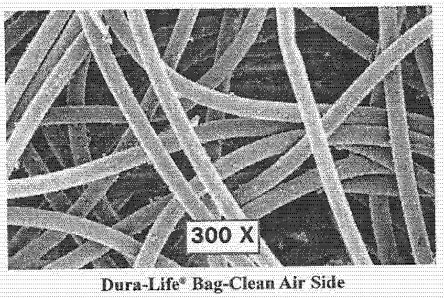
▶ **Dura-Life® bags are standard on Donaldson Torit® DCE® bag collectors and available as replacement for all brands of baghouse collectors.**

Dura-Life® : The filter which

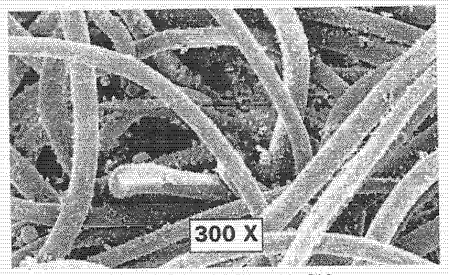
Dura-Life® – A breakthrough for bag users.

▶ Polyester bags are woven with a needling process that creates larger pores where dust can embed into the fabric, inhibiting cleaning and reducing bag life. Dura-Life bags are engineered with a unique hydro-entanglement process that uses water to blend the fibres, resulting in:

- More uniform material with smaller pore size
- Better surface loading of dust that prevents penetration deep into media
- Improved pulse cleaning and lower pressure drops
- Bags with longer life and greater value



Dura-Life® Bag-Clean Air Side



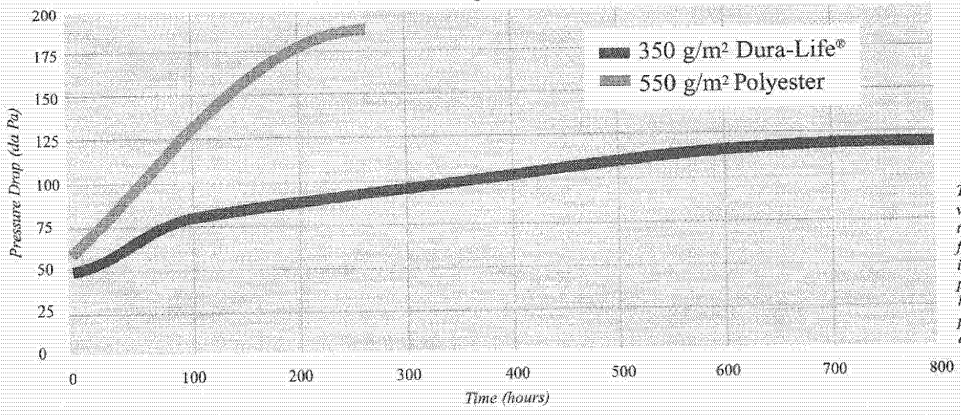
Polyester Bag-Clean Air Side

These photos were taken with a scanning electron microscope of bag media within a collector that was filtering fly ash. The bags were removed after 2.700 hours of use. Air-to-media ratio was 1.4 m /min. Pressure drop was 152 da Pa on polyester bags and 51 da Pa on Dura-Life®.

Dura-Life® bags last 2-3 times longer than standard polyester.

▶ Pressure drop increases at a faster rate with polyester bags due to dust embedding in the media, shortening bag life and forcing more frequent bag changes. Dura-Life bags, with surface loading of dust, better pulse cleaning and a lower pressure drop, perform far longer than polyester bags.

Better Surface Loading Results in Longer Bag Life



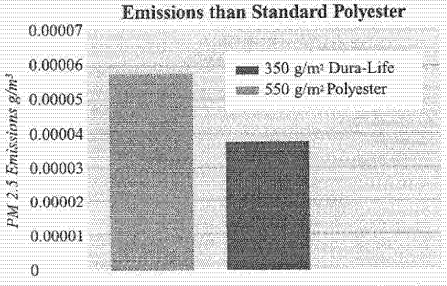
These results were derived in accelerated lab tests, which correlate to field tests results, showing that Dura-Life® will provide 2-3 times more life than standard 550 g/m² polyester bags in most applications.

lasts 2 to 3 times longer.

Dura-Life®
provides 30% fewer emissions.

Dura-Life bags have been shown to produce lower emissions than the 550g/m² polyester material used in most standard bags. Dura-Life media is more efficient at capturing dust, even 2.5 micron or smaller particles, reducing the amount of dust that escapes into the air. This helps to keep the workplace and environment cleaner. Dura-Life media has been tested and received EPA PM 2.5 performance verification from the Environmental Technology Verification (ETV) Program via ASTM D 6830-02.

Dura-Life® Media Provides Lower Emissions than Standard Polyester



These flat sheet results are based on independent lab tests accomplished 2001 using ASTM D 6830-02 EPA PM 2.5 performance verification from the Environmental Technology Verification (ETV) Program comparing Dura-Life media from PGI vs. standard 550 g/m² polyester.

Dura-Life® bags are the clear choice for savings.

With Dura-Life, there are fewer bag changes, resulting in labour and replacement bag savings and less production downtime. Unique Dura-Life technology traps dust on the surface of the bag, allowing dust to be easily pulsed off during cleaning resulting in lower pressure drop and annual energy savings.

Labour and Bag Cost Savings Due to Fewer Bag Changes

Number of Dura-Life Bags	Maintenance & Bag Cost Savings
500	€ 4.195,–
400	€ 3.355,–
300	€ 2.517,–
200	€ 1.678,–
100	€ 839,–
60	€ 504,–
30	€ 252,–

Labour & Bag Cost Savings of 4.195,– € or more per Dura-Life change-out

These calculations are based on the following assumptions: standard polyester bags are replaced annually, Dura-Life® bags provide twice the life of standard polyester bags, time-and-a-half labour rate equals 55,–€/hr including benefits, and a three-person crew can replace 40 bags/h. Labour and bag cost savings can further increase with larger collectors.

Annual Energy Savings of 5.040,– € or more

Annual Energy Savings Due to Reduced Pressure Drop

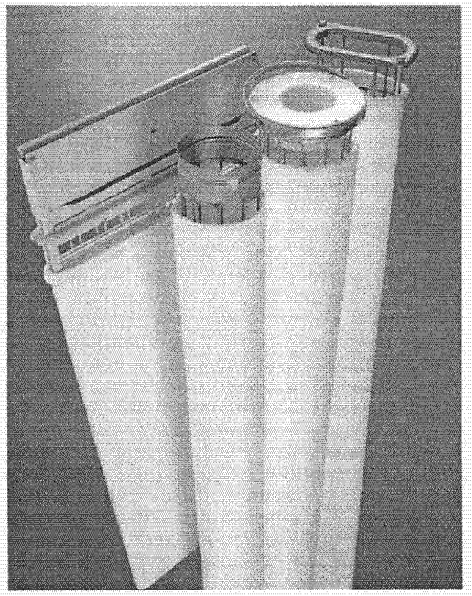
	Standard Polyester Bags	Dura-Life Bags
Filter Bags	500	500
da Pa	125	75
m³/h	97.000	97.000
Motor KW	90	90
Consumed KW *	45	27
Annual Energy Use	€ 12.600,–	€ 7.560,–

** Consumed KW to overcome the operating Delta P*

This is one example; energy savings can further increase with larger collectors. These energy savings are calculated based on the following assumptions: Baghouse collector runs 2 shifts per day, 5 days a week (4.000 hours per year) and energy costs are 7 cents/Euro per kilowatt hour.

Breakthrough in baghouse technology: Dura-Life® bags.

- Advanced hydroentanglement technology extends bag life
- Maintenance costs are reduced with longer bag life
- Energy savings result from lower pressure drop
- Smaller particles are captured with greater efficiency
- 99.9% efficiency helps provide a cleaner, safer environment



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Appendix B LETTER FROM EPD ON SP LICENCE INFORMATION

本署檔號 ( ) in EP/RN/433317
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來函檔號
YOUR REF:
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Regional Office (North)
10/F., Shatin Government Office,
1 Sheung Wo Che Road,
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環境保護署
環保法規管理科
區域辦事處(北)
香港新界沙田
上禾輋路一號
沙田政府合署 10 樓

By Email Only

17 July 2020

SMEC Asia Limited
27/F, Ford Glory Plaza
37-39 Wing Hong Street
Cheung Sha Wan, Kowloon
Hong Kong

(Attn.: Mr. Anthony WONG, Technical Director – Water & Environment)

Dear Sir,

S16 Planning Application for Temporary Use in Ping Che, New Territories
Request for Reviewing the Existing Specified Process (SP) Licence Register, Block Plans, Schematic Diagram and Air Pollution Control Plans (APCPs) in Ping Che

I refer to your letter dated 15 July 2020 requesting for information of SP Licence for your environmental assessment for the captioned planning application.

Please be informed that we have no records of specified processes with chimney at the concerned assessment area. Please note that a register of Specified Processes Licence under the Air Pollution Control Ordinance is open for inspection by the public during normal office hours in the department. The register contains prescribed particulars such as registered name, location, etc. If you would like to inspect this register, you may approach our regional offices.

While we have made a reasonable effort to ensure the completeness and accuracy of the information provided, you should comprehend that the information is provided as is and EPD is not responsible or liable for any claim, loss or damage resulting from the use of this information.

Should you have any queries, please contact the undersigned at 2158 5832.

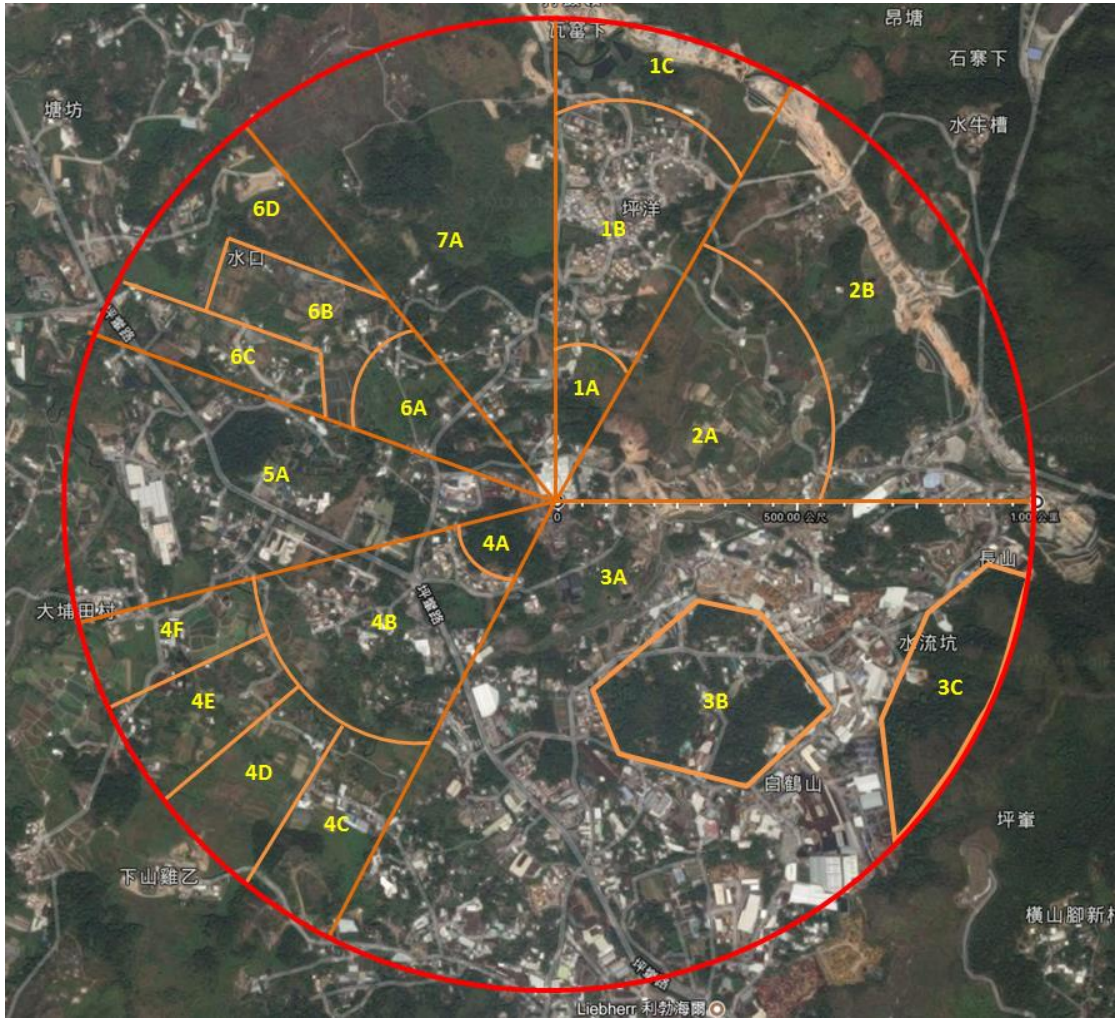
Yours faithfully,

(Karen HUI)
Environmental Protection Officer
Regional Office (North)
for Director of Environmental Protection

Appendix C ASSUMPTIONS OF LANDUSE CHARACTERISTICS PARAMETERS FOR AERMET

1. Surface Roughness – 1 km around the Project Site

- Surface roughness length should be estimated based on an inverse-distance weighted geometric mean for a default upwind distance of 1 kilometre relative to the measurement site and the sector widths are at least 30 degrees as recommended in AERMOD Implementation Guide. The 1 kilometre domain around the site are as follows:



Surface Roughness Calculation

Sectors	Characteristics	Types	Input ID	Angle Start (degree)	Angle End (degree)	Area Fraction within each sector	Area of each sector (km^2)	Distance (km)	Weighting, w (Fraction / Distance) for each sector	Surface Roughness, S(m) in each sub-sector	Inverse distance weighted geometric mean Surface Roughness, Sz (m) of each sector
1	Factories, workshops, storage yard, villiage houses and deciduous forest	Deciduous Forest	1A	0	30	0.13	0.033	0.200	0.6	1.0333	1.015
		Factories, workshops, storage yard and villiage houses	1B			0.63	0.164	0.600	1.0	1.0000	
		Deciduous Forest	1C			0.25	0.065	0.850	0.3	1.0333	
2	Cultivated Land and Deciduous Forest	Cultivated Land	2A	30	90	0.40	0.21	0.350	1.1	0.0933	0.262
		Deciduous Forest	2B			0.60	0.31	0.700	0.9	1.0333	
3	Factories, workshops, storage yard, villiage houses and deciduous forest	Factories, workshops, storage yard and villiage houses	3A	90	210	0.70	0.73	0.500	1.4	1	1.0079
		Deciduous Forest	3B			0.15	0.16	0.550	0.3	1.0333	
		Deciduous Forest	3C			0.15	0.16	0.900	0.2	1.0333	
4	Factories, workshops, storage yard, villiage houses, cultivated and and deciduous forest	Deciduous Forest	4A	210	255	0.05	0.020	0.25	0.2	1.0333	0.5878
		Factories, workshops, storage yard and villiage house	4B			0.35	0.137	0.5	0.7	1.0000	
		Factories, workshops, storage yard and villiage house	4C			0.15	0.059	0.8	0.2	1.0000	
		Cultivated Land	4D			0.15	0.059	0.8	0.2	0.0933	
		Deciduous Forest	4E			0.15	0.059	0.8	0.2	1.0333	
		Cultivated Land	4F			0.15	0.059	0.8	0.2	0.0933	
5	Factories, workshops, storage yard and villiage houses	Factories, workshops, storage yard and villiage houses	5	255	285	1.00	0.262	0.50	2.0	1.0000	1.000

Surface Roughness Calculation

Sectors	Characteristics	Types	Input ID	Angle Start (degree)	Angle End (degree)	Area Fraction within each sector	Area of each sector (km^2)	Distance (km)	Weighting, w (Fraction / Distance) for each sector	Surface Roughness, S(m) in each sub-sector	Inverse distance weighted geometric mean Surface Roughness, Sz (m) of each sector
6	Factories, workshops, storage yard, villiage houses, cultivated and and deciduous forest	Deciduous Forest	6A	285	320	0.23	0.070	0.35	0.7	1.0333	0.571
		Cultivated Land	6B			0.26	0.079	0.6	0.4	0.0933	
		Factories, workshops, storage yard and villiage houses	6C			0.20	0.061	0.75	0.3	1	
		Deciduous Forest	6D			0.31	0.095	0.75	0.4	1.0333	
7	Deciduous Forest	Deciduous Forest	7	320	360	1.00	0.349	0.5	2.0	1.0333	1.033

Note:
1. If 100% fraction of the land is grouped into only one type of land, surface roughness of the sector is assumed to be 10% of the average building height of the sector.
2. If the sector are classified into different types of land, surface roughness of the sector will be estimated using the inverse-distance geometric mean surface roughness length Sz, and its equation is as follows:

Inverse-distance weighted geometric mean surface roughness

$$Sz = [(S_1)^{W1} x (S_2)^{W2} x (S_3)^{W3} x \ldots x (S_n)^{Wn}]^{(1/w\_total)}$$

3. Surface roughness of cultivated land makes reference to average value of surface roughness length in cultivated land in Table 4-3 of AERMET User's Guide.
4. The surface roughness to be inputted in the Upper Air - Mixing Height Estimation use the inverse-distance weighted geometric mean surface roughness length , which is based on the same equation as mentioned in Note 2 above.

USEPA AERMET User's Guide - Table 4-3: Surface Roughness Length (m) by land use and season

	Spring	Summer	Autumn	Winter	Average
Water (fresh an	0.0001	0.0001	0.0001	0.0001	0.0001
Deciduous Fore	1	1.3	0.8	0.5	1.0333
Coniferous Fore	1.3	1.3	1.3	1.3	1.3
Swamp	0.2	0.2	0.2	0.05	0.2
Cultivated Land	0.03	0.2	0.05	0.01	0.0933
Grassland	0.05	0.1	0.01	0.001	0.0533
Urban	1	1	1	1	1
Desert Shrublan	0.3	0.3	0.3	0.15	0.3

Note:
1. Arithmetic mean for default surface roughness values in spring, summer and autumn is adopted for each land use.

2. Albedo and Bowen Ratio - 10km x 10km region centred on the project site

- Albedo was estimated based on a simple unweighted geometric mean (i.e., no direction or distance dependency) for a representative domain, with a default domain defined by a 10km by 10km region relative to the measurement site.
- Bowen Ratio was estimated based on a simple unweighted arithmetic mean (i.e., no direction or distance dependency) for a representative domain, with a default domain defined by a 10km by 10km region relative to the measurement site.

Legend

- Urban
- Deciduous Forest
- Water (Fresh and Sea)

Albedo and Bowen Ratio Area Fraction:

Sectors	Characteristics	Land Use Type	Approximate Area (km^2)	Fraction of Area with the domain 10km x 10km	Bowen Ratio (b) of individual area	Bowen Ratio for Upper Air Mixing Height Estimation [1]	Albedo of individual area (a)	Albedo for Upper Air Mixing Height Estimation [2]
1	Sea	Water (fresh and sea)	1	0.005	0.10	0.917	0.12	0.134
2	Hill with trees	Deciduous Forest	63	0.635	0.67		0.12	
3	Urban areas	Urban	36	0.360	1.67		0.16	
	Total							

Note:

1.The bowen ratio to be inputted in the Upper Air - Mixing Height Estimation will use the simple unweighted geometric mean (no direction and distance dependent).

$B = [(b_1)x(b_2)x...x(b_n)]^{(1/n)}$

2. The albedo to be inputted in the Upper Air - Mixing Height Estimation will use the simple unweighted arimetic mean (no direction and distance dependent).

$A = (a_1 + a_2 + ...+a_n)/n$

Bowen Ratio (With reference to Table 4-2b of USEPA's "User's Guide for the AERMET" of Average Moisture Conditions)

	Land-Use	Spring	Summer	Autumn	Winter	Average
1	Water (fresh and sea	0.1	0.1	0.1	1.5	0.10
2	Deciduous Forest	0.7	0.3	1	1.5	0.67
3	Coniferous Forest	0.7	0.3	0.8	1.5	0.60
4	Swamp	0.1	0.1	0.1	1.5	0.10
5	Cultivated Land	0.3	0.5	0.7	1.5	0.50
6	Grassland	0.4	0.8	1	1.5	0.73
7	Urban	1	2	2	1.5	1.67
8	Desert Shrubland	3	4	6	6	4.33

Note: Values for Winter is not used as winter conditions apply only to snowed-covered surfaces and subfreezing temperatures, which is not suitable in Hong Kong Winter condition.

Albedo (With reference to Table 4-1, USEPA's "User's Guide for the AERMET")

	Land-Use	Spring	Summer	Autumn	Winter	Average
1	Water (fresh and sea	0.12	0.1	0.14	0.2	0.12
2	Deciduous Forest	0.12	0.12	0.12	0.5	0.12
3	Coniferous Forest	0.12	0.12	0.12	0.35	0.12
4	Swamp	0.12	0.14	0.16	0.3	0.14
5	Cultivated Land	0.14	0.2	0.18	0.6	0.17
6	Grassland	0.18	0.18	0.2	0.6	0.19
7	Urban	0.14	0.16	0.18	0.35	0.16
8	Desert Shrubland	0.3	0.28	0.28	0.45	0.29

Note: Values for Winter is not used as winter conditions apply only to snowed-covered surfaces and subfreezing temperatures, which is not suitable in Hong Kong Winter condition.

Appendix D CALCULATIONS AND SUMMARY OF EMISSION RATES

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Dust Collectors (DCs)
Method: USEPA AP-42 Table 11.12-1 of Section 11.12 Version 6/06

1. EP1 and EP3 Emissions from Dust Collectors (DC-1 and DC-3) for Cement/PFA/GGBS Silos

Max. Limit at EP1 and EP3

TSP Emission Concentration	=	10	mg/m^3	[Note 1]
RSP Emission Concentration	=	10	mg/m^3	[Note 1]
FSP Emission Concentration	=	10	mg/m^3	[Note 1]
Flow rate of dust collector (DC-1 & DC-3)	=	1,750	m^3/hour	[Note 2]
	=	0.486	m^3/s	
Max. TSP Emission Rate	=	**4.86E-03**	g/s	
Max. RSP Emission Rate	=	**4.86E-03**	g/s	
Max. FSP Emission Rate	=	**4.86E-03**	g/s	
Maximum Cementitious Materials Loading Rate		111	tonnes/hour	[Note 3]
Uncontrolled TSP Emission Factor of Cement supplement unloading to elevated storage Silo (pneumatic)	=	1.57	kg/Mg	[Note 4, 5]
Unmitigated Total TSP Emission Rate	=	174.27	kg/hour	
Flow rate of the Dust Collector (DC-1 & DC-3)	=	1,750	m^3/hour	[Note 2]
Control Efficiency (η%)	=	99.99	%	[Note 2]
Mitigated TSP Emission Rate of Dust Collector	=	0.017427	kg/hour	
	or	17.427	g/hour	
	=	0.0048408	g/s	
	or	10	mg/m^3	

2. EP2 Emissions from Dust Collector (DC-2) for Cement/PFA/GGBS/Silica Fumes Silo

Max. Limit at EP2

TSP Emission Concentration	=	10	mg/m^3	[Note 1]
RSP Emission Concentration	=	10	mg/m^3	[Note 1]
FSP Emission Concentration	=	10	mg/m^3	[Note 1]
Flow rate of dust collector (DC-2)	=	1,750	m^3/hour	[Note 2]
	=	0.486	m^3/s	
Max. TSP Emission Rate	=	**4.86E-03**	g/s	
Max. RSP Emission Rate	=	**4.86E-03**	g/s	
Max. FSP Emission Rate	=	**4.86E-03**	g/s	
Maximum Cementitious Materials Loading Rate	=	111	tonnes/hour	[Note 3]
supplement unloading to elevated storage Silo (pneumatic)	=	1.57	kg/Mg	[Note 4, 5]
Unmitigated Total TSP Emission Rate				
Unmitigated Total TSP Emission Rate	=	174.27	kg/hour	
Flow Rate of the Dust Collector (DC-2)	=	1,750	m3/hour	[Note 2]
Control Efficiency (η%)	=	99.99	%	[Note 2]
Mitigated TSP Emission Rate of Dust Collector	=	0.017427	kg/hour	
	or	17.427	g/hour	
	=	0.0048408	g/s	
	or	10	mg/m^3	

3. EP4 Emissions from Dust Collector (DC-4) for 4m^3 Concrete Mixer

Max. Limit at EP4

TSP Emission Concentration	=	10	mg/m^3	[Note 1]
RSP Emission Concentration	=	10	mg/m^3	[Note 1]
FSP Emission Concentration	=	10	mg/m^3	[Note 1]
Flow rate of the dust collector (DC-4)	=	2,550	m^3/hour	[Note 2]
	=	0.708	m^3/s	
Max. TSP Emission Rate	=	**7.08E-03**	g/s	
Max. RSP Emission Rate	=	**7.08E-03**	g/s	
Max. FSP Emission Rate	=	**7.08E-03**	g/s	
Maximum Aggregate/Aggregate fines loading rate	=	2500	tonnes/hour	[Note 3]
Maximum Cementitious Materials loading rate	=	865	tonnes/hour	[Note 3]
Uncontrolled TSP Emission Factor of Weigh Hopper Loading	=	0.0026	kg/Mg	[Note 4]
Uncontrolled TSP Emission Factor of Mixer Loading	=	0.286	kg/Mg	[Note 4]
Unmitigated Total TSP Emission Rate	=	253.89	kg/hour	
Flow rate of the Dust Collector (DC-4)	=	2,550	m^3/hour	[Note 2]
Control Efficiency (η%)	=	99.99	%	[Note 2]
Mitigated TSP Emission Rate of Dust Collector	=	0.025389	kg/hour	
	or	25.389	g/hour	
	=	0.0070525	g/s	
	or	10	mg/m^3	

4. EP6 & EP7 Emissions from Dust Collector (DC-5 & DC-6) within the Enclosed Area connecting Aggregate Ground Receiving Hopper to the Concrete Mixer

Max. Limit at EP6 & EP7

TSP Emission Concentration	=	10	mg/m^3	[Note 1]
RSP Emission Concentration	=	10	mg/m^3	[Note 1]
FSP Emission Concentration	=	10	mg/m^3	[Note 1]
Flow rate of the dust collector (DC-5)	=	2,550	m^3/hour	[Note 2]
	=	0.708	m^3/s	
Max. TSP Emission Rate	=	**7.08E-03**	g/s	
Max. RSP Emission Rate	=	**7.08E-03**	g/s	
Max. FSP Emission Rate	=	**7.08E-03**	g/s	
Maximum Aggregate/Aggregate fines loading rate	=	98,000	tonnes/hour	[Note 3]
Uncontrolled TSP Emission Factor of Weigh Hopper Loading	=	0.0026	kg/Mg	[Note 4]
Unmitigated Total TSP Emission Rate	=	254.8	kg/hour	
Flow rate of the Dust Collector (DC-6)	=	2,550	m^3/hour	[Note 2]
Control Efficiency (η%)	=	99.99	%	[Note 2]
Mitigated TSP Emission Rate of Dust Collector	=	0.02548	kg/hour	
	or	25.48	g/hour	
	=	0.0070778	g/s	
	or	10	mg/m^3	

Note:

1. The concentration limit for emission recommended in "*A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process - Cement Works (Concrete Batching Plant)* " (BPM 3/2 (16) published by EPD in February 2016.
2. The flow rates of Dust Collector (DC) are advised by the Applicant.
3. It is the largest amount of material loading rates in silos that will lead to the maximum allowed emission concentration of 10mg/m^3 of TSP.
4. Refer to USEPA AP-42 Table 11.12-1 of Section 11.12 version 6/06.
5. The silos of Cement/PFA/GGBS will be interchangeage, therefore the maximum emission factor among these raw materials are selected (i.e. 1.57 kg/Mg of Cement supplement) as a conservative approach.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Aggregate Ground Receiving Hopper EP5
Method: USEPA AP-42, Section 11.12-1 of Section 11.12 version 6/06

1. Emissions from EP5 Aggregate Ground Receiving Hopper

Maximum aggregate loading rate	=	32000	kg/hr
	=	32	tonnes/hr
Maximum crushed fine loading rate	=	75,000	kg/hr
	=	75	tonnes/hr

Uncontrolled TSP Emission Factor (Aggregate)	=	0.0035	kg/Mg
Uncontrolled RSP Emission Factor (Aggregate)	=	0.0017	kg/Mg
Uncontrolled TSP Emission Factor (Sand/Stone Fine)	=	0.0011	kg/Mg
Uncontrolled RSP Emission Factor (Sand/Stone Fine)	=	0.00051	kg/Mg
Unmitigated Total TSP Emission Rate from Ground Aggregate Receiving Hopper	=	0.1945	kg/hr
Unmitigated Total RSP Emission Rate from rom Ground Aggregate Receiving Hopper	=	0.09265	kg/hr
Unmitigated Total FSP Emission Rate from Ground Aggregate Receiving Hopper	=	0.02918	kg/hr [Note 2]

Mitigation Measures : With three side enclosure + water spraying

Receiving Area	=	34.5	m^2
Control Efficiency	=	90	% [Note 3]
Mitigated TSP Emission Rate	=	0.01945	kg/hr
	=	0.005403	g/s
	=	**1.56E-04**	$g/m^2/s$
Mitigated RSP Emission Rate	=	0.009265	kg/hr
	=	0.002574	g/s
	=	**7.45E-05**	$g/m^2/s$
Mitigated FSP Emission Rate	=	0.00292	kg/hr
	=	0.000810	g/s
	=	**2.35E-05**	$g/m^2/s$

Note
1. The loading rates are advised by the Applicant.
2. The estimated actual emission rates of RSP and FSP, where it is assumed that emission rates of FSP = TSP x 15% in accordance with Page B.2-13, Apendix B2 of AP-42 (ver 9/90)
3. Assume 90% dust removal efficiency with mitigatin measures of three sides enclosed and water spraying. With reference to the Approved EIA report "Road Works at West Kowloon" in 2009, it was assumed 95% dust removal efficiency could be achieved for unloading aggregates to receiving hopper with enclosures on three sides in addition to a top cover and equipped with water spraying system. Without top cover for EP5 hopper of this study, it is estimated that the dust removal efficiency with enclosures on three sides and water spraying would be about 90%.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP8
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k\,(sL)^{0.91}\,(W)^{1.02}$

From Aggregate Trucks
EP8_1 to EP8_4
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	20	veh/hr	[Note 2]
Average Loaded Weight of Dump Truck	=	30	tons	
Average Unladden Weight of Loader	=	7	tons	
Average Truck Weight	=	18.5	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.5	tons	

EP8_1

Distance of paved road travelled	=	35.3	m
Area of paved road travelled	=	105.9	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.009894	g/s
	=	**9.34E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.001899	g/s
	=	**1.79E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000459	g/s
	=	**4.34E-06**	$g/s/m^2$

EP8_2

Distance of paved road travelled	=	41.7	m
Area of paved road travelled	=	125.1	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.011687	g/s
	=	**9.34E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.002243	g/s
	=	**1.79E-05**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000543	g/s
	=	**4.34E-06**	g/s/m^2

EP8_3

Distance of paved road travelled	=	35.7	m
Area of paved road travelled	=	107.1	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.010006	g/s
	=	**9.34E-05**	g/s/m^2
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.001921	g/s
	=	**1.79E-05**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000465	g/s
	=	**4.34E-06**	g/s/m^2

EP8_4

Distance of paved road travelled	=	32.1	m
Area of paved road travelled	=	96.3	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.008997	g/s
	=	**9.34E-05**	g/s/m^2
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.001727	g/s
	=	**1.79E-05**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000418	g/s
	=	**4.34E-06**	g/s/m^2

EP8_5

Distance of paved road travelled	=	16.5	m
Area of paved road travelled	=	49.5	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	1.00898	g/m/hr
	=	0.000280	g/m/s
	=	0.004624	g/s
	=	**9.34E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.193673	g/m/hr
	=	0.000054	g/m/s
	=	0.000888	g/s
	=	**1.79E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.04686	g/m/hr
	=	0.000013	g/m/s
	=	0.000215	g/s
	=	**4.34E-06**	$g/s/m^2$

Note:
1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m^2 (as estimated by Engineer), and 12 watering events per
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP9
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k (sL)^{0.91} (W)^{1.02}$

From Cement/PFA/GGBS Tankers
EP9_1a to EP9_6a
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	4	veh/hr	[Note 2]
Average Loaded Weight of Tanker	=	38	tons	
Average Unladden Weight of Tanker	=	12	tons	
Average Truck Weight	=	25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	25	tons	

EP9_1a

Distance of paved road travelled	=	35.3	m
Area of paved road travelled	=	105.9	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.002690	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000516	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000125	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_2a

Distance of paved road travelled	=	17.1	m
Area of paved road travelled	=	51.3	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.001303	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000250	g/s
	=	**4.88E-06**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000061	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_3a

Distance of paved road travelled	=	31.1	m
Area of paved road travelled	=	93.3	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.002370	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000455	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000110	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_4a

Distance of paved road travelled	=	14.3	m
Area of paved road travelled	=	42.9	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.001090	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000209	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000051	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_5a

Distance of paved road travelled	=	25.9	m
Area of paved road travelled	=	77.7	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.001974	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000379	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000092	g/s
	=	**1.18E-06**	$g/s/m^2$

EP9_6a

Distance of paved road travelled	=	12.4	m
Area of paved road travelled	=	37.2	m^2
TSP Emission Factor of paved road	=	826.34	g/VKT
TSP Emission Factor (Controlled) of paved road	=	68.59	g/VKT
	=	0.06859	g/veh/m
	=	0.27434	g/m/hr
	=	0.000076	g/m/s
	=	0.000945	g/s
	=	**2.54E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	158.62	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.165	g/VKT
	=	0.013165	g/veh/m
	=	0.052660	g/m/hr
	=	0.000015	g/m/s
	=	0.000181	g/s
	=	**4.88E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	38.37470	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.18510	g/VKT
	=	0.00319	g/veh/m
	=	0.01274	g/m/hr
	=	0.000004	g/m/s
	=	0.000044	g/s
	=	**1.18E-06**	$g/s/m^2$

From Admixture Truck
EP9_1b to EP9_6b
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	2	veh/hr	[Note 2]
Average Loaded Weight of Admixture Truck	=	38	tons	
Average Unladden Weight of Loader	=	12.8	tons	
Average Truck Weight	=	25.4	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	25.4	tons	

EP9_1b

Distance of paved road travelled	=	35.3	m
Area of paved road travelled	=	105.9	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.001367	g/s
	=	**1.29E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000262	g/s
	=	**2.48E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000063	g/s
	=	**5.99E-07**	$g/s/m^2$

EP9_2b

Distance of paved road travelled	=	17.1	m
Area of paved road travelled	=	51.3	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.000662	g/s
	=	**1.29E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000127	g/s
	=	**2.48E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000031	g/s
	=	**5.99E-07**	$g/s/m^2$

EP9_3b

Distance of paved road travelled	=	31.1	m
Area of paved road travelled	=	93.3	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.001204	g/s
	=	**1.29E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000231	g/s
	=	**2.48E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000056	g/s
	=	**5.99E-07**	$g/s/m^2$

EP9_4b

Distance of paved road travelled	=	14.3	m
Area of paved road travelled	=	42.9	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.000554	g/s
	=	**1.29E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000106	g/s
	=	**2.48E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000026	g/s
	=	**5.99E-07**	$g/s/m^2$

EP9_5b

Distance of paved road travelled	=	25.9	m
Area of paved road travelled	=	77.7	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.001003	g/s
	=	**1.29E-05**	$g/s/m^2$

RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000193	g/s
	=	**2.48E-06**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000047	g/s
	=	**5.99E-07**	**g/s/m^2**

EP9_6b

Distance of paved road travelled	=	12.4	m
Area of paved road travelled	=	37.2	m^2
TSP Emission Factor of paved road	=	839.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	69.71	g/VKT
	=	0.06971	g/veh/m
	=	0.13941	g/m/hr
	=	0.000039	g/m/s
	=	0.000480	g/s
	=	**1.29E-05**	g/s/m^2
RSP Emission Factor (uncontrolled) of paved road	=	161.20	g/VKT
RSP Emission Factor (controlled) of paved road	=	13.380	g/VKT
	=	0.013380	g/veh/m
	=	0.026760	g/m/hr
	=	0.000007	g/m/s
	=	0.000092	g/s
	=	**2.48E-06**	g/s/m^2
FSP Emission Factor (uncontrolled) of paved road	=	39.00108	g/VKT
FSP Emission Factor (controlled) of paved road	=	3.23709	g/VKT
	=	0.00324	g/veh/m
	=	0.00647	g/m/hr
	=	0.000002	g/m/s
	=	0.000022	g/s
	=	**5.99E-07**	g/s/m^2

Total Emissions for EP9_1 to EP9_6:

EP9_1:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05**	g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06**	g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06**	g/s/m^2

EP9_2:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05**	g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06**	g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06**	g/s/m^2

EP9_3:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05**	g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06**	g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06**	g/s/m^2

EP9_4:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05**	g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06**	g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06**	g/s/m^2

EP9_5:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05** g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06** g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06** g/s/m^2

EP9_6:

TSP Emission Factor (Controlled) of paved road	=	**3.83E-05** g/s/m^2
RSP Emission Factor (Controlled) of paved road	=	**7.35E-06** g/s/m^2
FSP Emission Factor (Controlled) of paved road	=	**1.78E-06** g/s/m^2

Note:
1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m^2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP10
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k\,(sL)^{0.91}\,(W)^{1.02}$

From Concrete Truck
EP10_1 to EP10_6
Mitigation measures: water spraying and wheel washing

Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	30	veh/hr	[Note 2]
Average Loaded Weight of Concrete Truck	=	30	tons	
Average Unladden Weight of Truck	=	12	tons	
Average Truck Weight	=	21	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	21	tons	

EP10_1

Distance of paved road travelled	=	35.3	m
Area of paved road travelled	=	105.9	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.016889	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00324177	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00078430	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_2

Distance of paved road travelled	=	17.1	m
Area of paved road travelled	=	51.3	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.008181	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00157037	g/s
	=	**3.06E-05**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00037993	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_3

Distance of paved road travelled	=	31.1	m
Area of paved road travelled	=	93.3	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.014879	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00285606	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00069098	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_4

Distance of paved road travelled	=	20.9	m
Area of paved road travelled	=	62.7	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.009999	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00191935	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00046436	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_5

Distance of paved road travelled	=	21	m
Area of paved road travelled	=	63	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.010047	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00192853	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00046658	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_6

Distance of paved road travelled	=	13.4	m
Area of paved road travelled	=	40.2	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.006411	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00123059	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00029772	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_7

Distance of paved road travelled	=	13.7	m
Area of paved road travelled	=	41.1	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.006554	g/s
	=	**1.59E-04**	$g/s/m^2$

RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00125814	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00030439	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_8

Distance of paved road travelled	=	13.7	m
Area of paved road travelled	=	41.1	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.006554	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.00009183	g/m/s
	=	0.00125814	g/s
	=	**3.06E-05**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00030439	g/s
	=	**7.41E-06**	$g/s/m^2$

EP10_9

Distance of paved road travelled	=	12.4	m
Area of paved road travelled	=	37.2	m^2
TSP Emission Factor of paved road	=	691.71	g/VKT
TSP Emission Factor (Controlled) of paved road	=	57.41	g/VKT
	=	0.05741	g/veh/m
	=	1.72235	g/m/hr
	=	0.000478	g/m/s
	=	0.005933	g/s
	=	**1.59E-04**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	132.77	g/VKT
RSP Emission Factor (controlled) of paved road	=	11.020	g/VKT
	=	0.011020	g/veh/m
	=	0.330605	g/m/hr
	=	0.000092	g/m/s
	=	0.001139	g/s
	=	**3.06E-05**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	32.12254	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.66617	g/VKT
	=	0.00267	g/veh/m
	=	0.07999	g/m/hr
	=	0.00002222	g/m/s
	=	0.00027550	g/s
	=	**7.41E-06**	$g/s/m^2$

Note:
1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m^2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP11
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k (sL)^{0.91} (W)^{1.02}$

From Aggregate Truck
EP11_1 to EP11_3
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	4	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	30	tons	
Average Unladden Weight of Aggregate Truck	=	7	tons	
Average Aggregate Truck Weight	=	18.5	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.5	tons	

EP11_1

Distance of paved road travelled	=	14.1	m
Area of paved road travelled	=	42.3	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	0.20180	g/m/hr
	=	0.000056	g/m/s
	=	0.000790	g/s
	=	**1.87E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.038735	g/m/hr
	=	0.00001076	g/m/s
	=	0.00015171	g/s
	=	**3.59E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.00937	g/m/hr
	=	0.00000260	g/m/s
	=	0.00003670	g/s
	=	**8.68E-07**	$g/s/m^2$

EP11_2

Distance of paved road travelled	=	13.9	m
Area of paved road travelled	=	41.7	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	0.20180	g/m/hr
	=	0.000056	g/m/s
	=	0.000779	g/s
	=	**1.87E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.038735	g/m/hr
	=	0.00001076	g/m/s
	=	0.00014956	g/s
	=	**3.59E-06**	$g/s/m^2$

FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.00937	g/m/hr
	=	0.00000260	g/m/s
	=	0.00003618	g/s
	=	**8.68E-07**	$g/s/m^2$

EP11_3

Distance of paved road travelled	=	13.4	m
Area of paved road travelled	=	40.2	m^2
TSP Emission Factor of paved road	=	607.82	g/VKT
TSP Emission Factor (Controlled) of paved road	=	50.45	g/VKT
	=	0.05045	g/veh/m
	=	0.20180	g/m/hr
	=	0.000056	g/m/s
	=	0.000751	g/s
	=	**1.87E-05**	$g/s/m^2$
RSP Emission Factor (uncontrolled) of paved road	=	116.67	g/VKT
RSP Emission Factor (controlled) of paved road	=	9.684	g/VKT
	=	0.009684	g/veh/m
	=	0.038735	g/m/hr
	=	0.00001076	g/m/s
	=	0.00014418	g/s
	=	**3.59E-06**	$g/s/m^2$
FSP Emission Factor (uncontrolled) of paved road	=	28.22678	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.34282	g/VKT
	=	0.00234	g/veh/m
	=	0.00937	g/m/hr
	=	0.00000260	g/m/s
	=	0.00003488	g/s
	=	**8.68E-07**	$g/s/m^2$

Note:
1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m^2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP12
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k (sL)^{0.91} (W)^{1.02}$

From Loaders EP12_1 to EP12_3

EP12_1
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	10	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	20	tons	
Average Unladden Weight of Aggregate Truck	=	16.5	tons	
Average Aggregate Truck Weight	=	18.25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.25	tons	
Distance of paved road travelled	=	33	m	
Area of paved road travelled	=	99	m^2	
TSP Emission Factor of paved road	=	599.44	g/VKT	
TSP Emission Factor (Controlled) of paved road	=	49.75	g/VKT	
	=	0.04975	g/veh/m	
	=	0.49754	g/m/hr	
	=	0.000138	g/m/s	
	=	0.004561	g/s	
	=	**4.61E-05**	$g/s/m^2$	
RSP Emission Factor (uncontrolled) of paved road	=	115.06	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.550	g/VKT	
	=	0.009550	g/veh/m	
	=	0.095502	g/m/hr	
	=	0.00002653	g/m/s	
	=	0.00087544	g/s	
	=	**8.84E-06**	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	27.83776	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.31053	g/VKT	
	=	0.00231	g/veh/m	
	=	0.02311	g/m/hr	
	=	0.00000642	g/m/s	
	=	0.00021180	g/s	
	=	**2.14E-06**	$g/s/m^2$	

EP12_2
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	44	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	20	tons	
Average Unladden Weight of Aggregate Truck	=	16.5	tons	
Average Aggregate Truck Weight	=	18.25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.25	tons	

Distance of paved road travelled	=	26.2	m	
Area of paved road travelled	=	78.6	m^2	
TSP Emission Factor of paved road	=	599.44	g/VKT	
TSP Emission Factor (Controlled) of paved road	=	49.75	g/VKT	
	=	0.04975	g/veh/m	
	=	2.18915	g/m/hr	
	=	0.000608	g/m/s	
	=	0.015932	g/s	
	=	**2.03E-04**	$g/s/m^2$	
RSP Emission Factor (uncontrolled) of paved road	=	115.06	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.550	g/VKT	
	=	0.009550	g/veh/m	
	=	0.420209	g/m/hr	
	=	0.00011672	g/m/s	
	=	0.00305819	g/s	
	=	**3.89E-05**	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	27.83776	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.31053	g/VKT	
	=	0.00231	g/veh/m	
	=	0.10166	g/m/hr	
	=	0.00002824	g/m/s	
	=	0.00073988	g/s	
	=	**9.41E-06**	$g/s/m^2$	

EP12_3

Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	10	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	20	tons	
Average Unladden Weight of Aggregate Truck	=	16.5	tons	
Average Aggregate Truck Weight	=	18.25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.25	tons	
Distance of paved road travelled	=	26.5	m	
Area of paved road travelled	=	79.5	m^2	
TSP Emission Factor of paved road	=	599.44	g/VKT	
TSP Emission Factor (Controlled) of paved road	=	49.75	g/VKT	
	=	0.04975	g/veh/m	
	=	0.49754	g/m/hr	
	=	0.000138	g/m/s	
	=	0.003662	g/s	
	=	**4.61E-05**	$g/s/m^2$	
RSP Emission Factor (uncontrolled) of paved road	=	115.06	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.550	g/VKT	
	=	0.009550	g/veh/m	
	=	0.095502	g/m/hr	
	=	0.00002653	g/m/s	
	=	0.00070300	g/s	
	=	**8.84E-06**	$g/s/m^2$	

FSP Emission Factor (uncontrolled) of paved road	=	27.83776	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.31053	g/VKT
	=	0.00231	g/veh/m
	=	0.02311	g/m/hr
	=	0.00000642	g/m/s
	=	0.00017008	g/s
	=	**2.14E-06**	$g/s/m^2$

Note:

1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

Calculation of Dust Removal Efficiency with different Watering Interval Time
EP8 - EP12 Paved Roads

The Removal efficiency is estimated based on Equation 3-2 of USEPA's "Control of Open Fugitive Dust Sources" (EPA-45/3-88-008)

	C	=100-(0.8*p*d*t)/i
Where	C	average control efficiency, in present
	p	potential average hourly daytime evaporation rate, in mm/h
	d	average hourly daytime traffic rate in vehicles per hour
	i	application intensity in liter/sqm
	t	time between application in h

According to "The Year's Weather - 2017" issued by Hong Kong Observatory,

the total evaporation recorded in Hong Kong is		1227.3 mm	
p	0.31407	mm/h	(0.0065*annual evaporation in inches)
d	56	per hours	Peak hourly traffic as estimated by Engineer at an active construction site
i	3.4	L/m^2	Minimum Application intensity and that requirement would be stated in the tender document

Times of Watering per day (24hrs)	Average control efficiency (%)
6	83.4
8	87.6
12	91.7
24	95.9

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Transfer Points in Stockpiling Areas (Emergency use only)
Method: USEPA AP-42, Section 13.2.4.3

EP13_1 - EP13_3 Emissions from Aggregate Storage

TSP, RSP and FSP Emission Factor, $E = k\ (0.0016)\ (U/2.2)^{1.3} / (M/2)^{1.4}$

where

k	=	particle size multiplier	=	0.74	(for TSP)	
	=	particle size multiplier	=	0.35	(for RSP)	
	=	particle size multiplier	=	0.053	(for FSP)	
U	=	mean wind speed	=	2.63	m/s	(Note 1)

EP13_1 Aggregate Storage

Aggregate Import Rate	=	450	tonnes/day	(Note 2)
Aggregate Import Rate	=	45,000	kg/h	(Note 3)
	or	45	Mg/h	
Moisture Content	=	4.8	%	(Note 4)
Area	=	112	m^2	
TSP Emission Factor, E	=	0.00044	kg/Mg	
TSP Emission Rate	=	0.01973	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
TSP Emission Rate	=	0.00197	kg/h	
	or	5.47973E-04	g/s	
	=	**4.89E-06**	$g/m^2/s$	
RSP Emission Factor, E	=	0.00021	kg/Mg	
RSP Emission Rate	=	0.009	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
RSP Emission Rate	=	0.00093	kg/h	
	or	2.59176E-04	g/s	
	=	**2.31E-06**	$g/m^2/s$	
FSP Emission Factor, E	=	0.00003140	kg/Mg	
FSP Emission Rate	=	0.00141288	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
FSP Emission Rate	=	0.000141	kg/h	
	or	**3.92E-05**	g/s	
	=	**3.50E-07**	$g/m^2/s$	

EP13_2 Aggregate Storage

Aggregate Import Rate	=	450	tonnes/day	(Note 2)
Aggregate Import Rate	=	45,000	kg/h	(Note 3)
	or	45	Mg/h	
Moisture Content	=	4.8	%	(Note 4)
Area	=	104	m^2	
TSP Emission Factor, E	=	0.00044	kg/Mg	
TSP Emission Rate	=	0.01973	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
TSP Emission Rate	=	0.00197	kg/h	
	or	**5.48E-04**	g/s	
	=	**5.27E-06**	$g/m^2/s$	
RSP Emission Factor, E	=	0.00021	kg/Mg	
RSP Emission Rate	=	0.009	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
RSP Emission Rate	=	0.00093	kg/h	
	or	**2.59E-04**	g/s	
	=	**2.49E-06**	$g/m^2/s$	
FSP Emission Factor, E	=	0.00003140	kg/Mg	
FSP Emission Rate	=	0.00141288	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
FSP Emission Rate	=	0.000141	kg/h	
	or	**3.92E-05**	g/s	
	=	**3.77E-07**	$g/m^2/s$	

EP13_3 Aggregate Storage

Aggregate Import Rate	=	410	tonnes/day	(Note 2)
Aggregate Import Rate	=	41,000	kg/h	(Note 3)
	or	41	Mg/h	
Moisture Content	=	4.8	%	(Note 4)
Area	=	104	m^2	
TSP Emission Factor, E	=	0.00044	kg/Mg	
TSP Emission Rate	=	0.01797	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
TSP Emission Rate	=	0.00180	kg/h	
	or	**4.99E-04**	g/s	
	=	**4.80E-06**	$g/m^2/s$	
RSP Emission Factor, E	=	0.00021	kg/Mg	
RSP Emission Rate	=	0.009	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
RSP Emission Rate	=	0.00085	kg/h	
	or	**2.36E-04**	g/s	
	=	**2.27E-06**	$g/m^2/s$	
FSP Emission Factor, E	=	0.00003140	kg/Mg	
FSP Emission Rate	=	0.00128729	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
FSP Emission Rate	=	0.000129	kg/h	
	or	**3.58E-05**	g/s	
	=	**3.44E-07**	$g/m^2/s$	

Note:

1. The average wind speed is estimated based on the annual average of hourly wind speed extracted from Grid (39,56) of PATH-2016, where is the PATH grid that EP13_1 - EP13_3 are located.
2. The material loading rates are advised by the Applicant.
3. During emergency use, the operation hours of the loading and unloading activites in these Aggregate Storage will only last for 10 hours a day.
4. As there is a water spraying system in each transfer point, hence the moisture content for coal of 4.8% is chosen which is commonly adopted in other approved SPL applications and in other approved EIA studies. Also, the moisture content of the aggregates will be kept high as mitigation measures such as watering will be provided, therefore 4.8% of moisture content is considered appropriate.

Emission Summary for the Proposed CBP

No.	EP ID	Descriptions	Source Type	Fugitive/ Non-fugitive	X	Y	X-Width	Y-Length	Ground mPD	Height (mAG)	Angle	Exhaust Gas Flowrate (m^3/h)	Diameter (m)	Exit Temperature (K)	Exit Velocity (m/s)	Emission Limit (mg/m^3)	RSP			FSP			Working hour
																	Emission Rates (g/s)	Emission Rates (kg/hour)	Emission Rates ($g/m^2/s$)	Emission Rates (g/s)	Emission Rates (kg/hour)	Emission Rates ($g/m^2/s$)	
1	EP1	Dust Collector (DC-1) of Cement/PFA/GGBS 200T Silo	Point	Non-fugitive	834667.3	843338.2	0.15	0.27	18.2	13	N/A	1750	0.22708	293.15	12.00	10	0.004861	0.017500	N/A	0.004861	0.017500	N/A	07:00 to 23:00
2	EP2	Dust Collector (DC-2) of Cement/PFA/GGBS 100T Silo and 30T Silica Silo	Point	Non-fugitive	834671.7	843339.5	0.15	0.27	18.2	13	N/A	1750	0.22708	293.15	12.00	10	0.004861	0.017500	N/A	0.004861	0.017500	N/A	07:00 to 23:00
3	EP3	Dust Collector (DC-3) of Cement/PFA/GGBS 120T Silo	Point	Non-fugitive	834676.1	843340.6	0.15	0.27	18.2	13	N/A	1750	0.22708	293.15	12.00	10	0.004861	0.017500	N/A	0.004861	0.017500	N/A	07:00 to 23:00
4	EP4	Dust Collector (DC-4) of the $4m^3$ Concrete Mixer	Point	Non-fugitive	834663.8	843358.2	0.15	0.27	18.2	13	N/A	2550	0.22708	293.15	17.49	10	0.007083	0.025500	N/A	0.007083	0.025500	N/A	07:00 to 23:00
5	EP5	Aggregate Ground Receiving Hopper	Area	Fugitive	834704.1	843324.7	7.08	4.85	18.2	1.5	15	N/A	N/A	N/A	N/A	N/A	N/A	0.009213	0.000075	N/A	0.002901	0.000023	07:00 to 23:00
6	EP6	Dust Collector (DC-5) within the enclosed area connecting aggregate ground receiving hopper to the concrete mixer	Point	Non-fugitive	834694.4	843364.2	0.15	0.27	18.2	12.35	N/A	2550	0.22708	293.15	17.49	10	0.007083	0.025500	N/A	0.007083	0.025500	N/A	07:00 to 23:00
7	EP7	Dust Collector (DC-6) in CV4 Conveyor within the enclosed area	Point	Non-fugitive	834680.8	843363.0	0.15	0.27	18.2	12.35	N/A	2550	0.22708	293.15	17.49	10	0.007083	0.025500	N/A	0.007083	0.025500	N/A	07:00 to 23:00
8	EP8_1	Paved Roads	Area	Fugitive	834658.7	843276.9	3	35.3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.006837	0.000018	N/A	0.001654	0.000004	07:00 to 23:00
9	EP8_2	Paved Roads	Area	Fugitive	834692.5	843284.9	3	41.7	18.2	0	21	N/A	N/A	N/A	N/A	N/A	N/A	0.008076	0.000018	N/A	0.001954	0.000004	07:00 to 23:00
10	EP8_3	Paved Roads	Area	Fugitive	834685.8	843340.8	35.7	3	18.2	0	33	N/A	N/A	N/A	N/A	N/A	N/A	0.006914	0.000018	N/A	0.001673	0.000004	07:00 to 23:00
11	EP8_4	Paved Roads	Area	Fugitive	834655.5	843335.1	3	32.1	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.006217	0.000018	N/A	0.001504	0.000004	07:00 to 23:00
12	EP8_5	Paved Roads	Area	Fugitive	834641.5	843341.8	16.5	3	18.2	0	35	N/A	N/A	N/A	N/A	N/A	N/A	0.003196	0.000018	N/A	0.000773	0.000004	07:00 to 23:00
13	EP9_1	Paved Roads	Area	Fugitive	834658.2	843279.3	3	35.3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.002804	0.000007	N/A	0.000678	0.000002	07:00 to 23:00
14	EP9_2	Paved Roads	Area	Fugitive	834689.9	843288.2	3	17.1	18.2	0	26	N/A	N/A	N/A	N/A	N/A	N/A	0.001358	0.000007	N/A	0.000329	0.000002	07:00 to 23:00
15	EP9_3	Paved Roads	Area	Fugitive	834688.0	843333.1	31.1	3	18.2	0	72	N/A	N/A	N/A	N/A	N/A	N/A	0.002470	0.000007	N/A	0.000598	0.000002	07:00 to 23:00
16	EP9_4	Paved Roads	Area	Fugitive	834676.9	843340.5	14.3	3	18.2	0	33	N/A	N/A	N/A	N/A	N/A	N/A	0.001136	0.000007	N/A	0.000275	0.000002	07:00 to 23:00
17	EP9_5	Paved Roads	Area	Fugitive	834652.1	843337.4	3	25.9	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.002057	0.000007	N/A	0.000498	0.000002	07:00 to 23:00
18	EP9_6	Paved Roads	Area	Fugitive	834641.5	843341.7	12.4	3	18.2	0	34	N/A	N/A	N/A	N/A	N/A	N/A	0.000985	0.000007	N/A	0.000238	0.000002	07:00 to 23:00
19	EP10_1	Paved Roads	Area	Fugitive	834660.1	843273.9	3	35.3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.011670	0.000031	N/A	0.002823	0.000007	07:00 to 23:00
20	EP10_2	Paved Roads	Area	Fugitive	834693.4	843282.2	3	17.1	18.2	0	26	N/A	N/A	N/A	N/A	N/A	N/A	0.005653	0.000031	N/A	0.001368	0.000007	07:00 to 23:00
21	EP10_3	Paved Roads	Area	Fugitive	834691.8	843326.5	31.1	3	18.2	0	72	N/A	N/A	N/A	N/A	N/A	N/A	0.010282	0.000031	N/A	0.002488	0.000007	07:00 to 23:00
22	EP10_4	Paved Roads	Area	Fugitive	834685.4	843346.4	20.9	3	18.2	0	72	N/A	N/A	N/A	N/A	N/A	N/A	0.006910	0.000031	N/A	0.001672	0.000007	07:00 to 23:00
23	EP10_5	Paved Roads	Area	Fugitive	834665.1	843340.9	3	21	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.006943	0.000031	N/A	0.001680	0.000007	07:00 to 23:00
24	EP10_6	Paved Roads	Area	Fugitive	834652.1	843337.5	3	13.4	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.004430	0.000031	N/A	0.001072	0.000007	07:00 to 23:00
25	EP10_7	Paved Roads	Area	Fugitive	834650.2	843351.4	13.7	3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.004529	0.000031	N/A	0.001096	0.000007	07:00 to 23:00
26	EP10_8	Paved Roads	Area	Fugitive	834649.2	843354.5	3	13.7	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.004529	0.000031	N/A	0.001096	0.000007	07:00 to 23:00
27	EP10_9	Paved Roads	Area	Fugitive	834641.4	843341.8	12.4	3	18.2	0	34	N/A	N/A	N/A	N/A	N/A	N/A	0.004100	0.000031	N/A	0.000992	0.000007	07:00 to 23:00
28	EP11_1	Paved Roads	Area	Fugitive	834686.5	843301.9	3	14.1	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000546	0.000004	N/A	0.000132	8.6771E-07	07:00 to 17:00
29	EP11_2	Paved Roads	Area	Fugitive	834683.4	843312.4	3	13.9	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000538	0.000004	N/A	0.000130	8.6771E-07	07:00 to 17:00
30	EP11_3	Paved Roads	Area	Fugitive	834680.4	843323.6	3	13.4	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.000519	0.000004	N/A	0.000126	8.6771E-07	07:00 to 17:00
31	EP12_1	Paved Roads	Area	Fugitive	834686.8	843297.3	3	33	18.2	0	36	N/A	N/A	N/A	N/A	N/A	N/A	0.003152	0.000009	N/A	0.000762	2.1394E-06	07:00 to 17:00
32	EP12_2	Paved Roads	Area	Fugitive	834683.1	843313.2	3	26.2	18.2	0	64	N/A	N/A	N/A	N/A	N/A	N/A	0.011009	0.000039	N/A	0.002664	9.4133E-06	07:00 to 17:00
33	EP12_3	Paved Roads	Area	Fugitive	834680.7	843323.7	3	26.5	18.2	0	88	N/A	N/A	N/A	N/A	N/A	N/A	0.002531	0.000009	N/A	0.000612	2.1394E-06	07:00 to 17:00
34	EP13_1	Aggregate Storage	Area	Fugitive	834670.6	843328.8	14	8	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000933	2.3141E-06	N/A	0.000000	3.5042E-07	07:00 to 17:00
35	EP13_2	Aggregate Storage	Area	Fugitive	834674.7	843314.4	13	8	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000933	2.4921E-06	N/A	0.000000	3.7737E-07	07:00 to 17:00
36	EP13_3	Aggregate Storage	Area	Fugitive	834678.5	843300.9	13	8	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000850	2.2706E-06	N/A	0.000000	3.4383E-07	07:00 to 17:00

Other Emissions Identified within 500m Study Area

No.	ID	Descriptions	Source Type	Fugitive/ Non-fugitive	X	Y	Ground mPD [Note 1]	Height (mAG)	Exhaust Gas Flowrate (m^3/h)	Exhaust Gas Flowrate (m^3/s)	Diameter (m)	Exit Temperature (K)	Exit Velocity (m/s)	RSP	FSP[Note 1]	NO_X
														Emission Rates (g/s)	Emission Rates (g/s)	Emission Rates (g/s)
1	C1	Existing Chimneys	Point	Non-fugitive	834800.0	842780.0	15.4	22	11,945.9	3.31831	0.65	373	10	0.054530	0.054530	0.545300

Note

1. With reference to the Appendix 3-7 of the Approved EIA "North East New Territories New Development Areas Planning and Engineering Study – Investigation", no mPD level of the Chimney was given. Therefore, 15.4mPD level as revealed from the basemap of Survey Mapping Office (SMO) of Lands Department is assumed.
2. Refer to the above mentioned Approved EIA, there was no FSP emission available for the chimneys. As a conservative approach, FSP emission rates is assumed to be same as that of RSP.

Appendix E TRAFFIC FORECAST IN 2038, AND EMISSION FACTORS

Road Segment

Road ID	Road Link No.	Road Name	Section Between		1- or 2-Way	Direction	Road Type	Speed Limit (km/h)	Distance (m)
1	A	Ping Yuen Road	-	-	2-way	-	LD	50	305
2	B	Ping Yuen Road	-	-	2-way	-	LD	50	415
3	C	Ping Yuen Road	-	-	2-way	-	LD	50	215
4	D	Ping Che Road	-	-	2-way	-	DD	50	265
5	E	Ping Che Road	-	-	2-way	-	DD	50	390
6	F	Ping Che Road	-	-	2-way	-	DD	50	75
7	G	Ng Chow South Road	-	-	2-way	-	LD	50	180
8	H	Ng Chow South Road	-	-	2-way	-	LD	50	165
9	I	Ng Chow Road	-	-	2-way	-	LD	50	540
10	J	Ng Chow Road	-	-	2-way	-	LD	50	85
11	K	Unnamed Road	-	-	2-way	-	LD	50	370
12	L	Unnamed Road	-	-	2-way	-	LD	50	190
13	M	Unnamed Road	-	-	2-way	-	LD	50	105
14	N	Unnamed Road	-	-	2-way	-	LD	50	420
15	O	Unnamed Road	-	-	2-way	-	LD	50	150
16	P	Unnamed Road	-	-	2-way	-	LD	50	315
18	EP8_1	On Site Paved Roads	-	-	1-way	-	N/A	10	35.3
19	EP8_2	On Site Paved Roads	-	-	1-way	-	N/A	10	41.7
20	EP8_3	On Site Paved Roads	-	-	1-way	-	N/A	10	29.4
21	EP8_4	On Site Paved Roads	-	-	1-way	-	N/A	10	32.1
22	EP8_5	On Site Paved Roads	-	-	1-way	-	N/A	10	16.5
23	EP9_1	On Site Paved Roads	-	-	1-way	-	N/A	10	35.3
24	EP9_2	On Site Paved Roads	-	-	1-way	-	N/A	10	17.1
25	EP9_3	On Site Paved Roads	-	-	1-way	-	N/A	10	31.1
26	EP9_4	On Site Paved Roads	-	-	1-way	-	N/A	10	14.3
27	EP9_5	On Site Paved Roads	-	-	1-way	-	N/A	10	25.9
28	EP9_6	On Site Paved Roads	-	-	1-way	-	N/A	10	12.4
29	EP10_1	On Site Paved Roads	-	-	1-way	-	N/A	10	35.3
30	EP10_2	On Site Paved Roads	-	-	1-way	-	N/A	10	17.1
31	EP10_3	On Site Paved Roads	-	-	1-way	-	N/A	10	31.1
32	EP10_4	On Site Paved Roads	-	-	1-way	-	N/A	10	20.9
33	EP10_5	On Site Paved Roads	-	-	1-way	-	N/A	10	21.0
34	EP10_6	On Site Paved Roads	-	-	1-way	-	N/A	10	13.4
35	EP10_7	On Site Paved Roads	-	-	1-way	-	N/A	10	13.7
36	EP10_8	On Site Paved Roads	-	-	1-way	-	N/A	10	13.7
37	EP10_9	On Site Paved Roads	-	-	1-way	-	N/A	10	12.4
38	EP11_1	On Site Paved Roads	-	-	1-way	-	N/A	10	14.1
39	EP11_2	On Site Paved Roads	-	-	1-way	-	N/A	10	13.9
40	EP11_3	On Site Paved Roads	-	-	1-way	-	N/A	10	13.4
41	EP12_1	On Site Paved Roads	-	-	1-way	-	N/A	10	33.0
42	EP12_2	On Site Paved Roads	-	-	1-way	-	N/A	10	26.2
43	EP12_3	On Site Paved Roads	-	-	1-way	-	N/A	10	26.5

Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
1	A	Ping Yuen Road	-	-	2-way	00:00-01:00	18	8	6	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	11	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	14	5	5	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	10	3	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	9	2	3	0	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0
						05:00-06:00	20	6	5	0	2	1	1	2	0	0	0	0	0	0	0	3	0	0	0
						06:00-07:00	35	14	4	0	4	2	1	2	0	0	1	0	0	1	0	4	1	1	0
						07:00-08:00	94	54	6	0	10	4	3	6	0	0	1	1	0	1	0	3	3	2	0
						08:00-09:00	146	67	13	0	24	9	7	14	0	0	1	1	0	1	0	2	3	4	0
						09:00-10:00	152	51	11	0	27	10	14	27	0	0	0	0	0	0	0	3	2	7	0
						10:00-11:00	132	41	10	0	26	9	12	24	0	0	0	0	0	0	0	2	2	6	0
						11:00-12:00	140	53	10	0	29	10	10	20	0	0	0	0	0	0	0	2	1	5	0
						12:00-13:00	130	46	8	0	25	9	10	19	0	0	1	1	1	1	0	3	1	5	0
						13:00-14:00	159	62	11	0	30	11	11	22	0	0	1	1	0	1	0	2	1	6	0
						14:00-15:00	148	54	11	0	32	11	11	21	0	0	0	0	0	0	0	2	1	5	0
						15:00-16:00	162	61	10	0	32	11	12	23	0	0	1	1	1	1	0	2	1	6	0
						16:00-17:00	160	66	10	0	28	10	11	22	0	0	1	1	1	1	0	2	1	6	0
						17:00-18:00	161	75	15	0	22	8	9	17	0	0	1	1	1	1	0	2	4	5	0
						18:00-19:00	124	75	14	0	11	4	4	7	0	0	0	0	0	0	0	3	4	2	0
						19:00-20:00	73	48	12	0	4	2	1	2	0	0	0	0	0	0	0	3	1	0	0
						20:00-21:00	58	37	7	0	4	1	1	2	0	0	0	0	0	0	0	3	2	1	0
						21:00-22:00	38	22	6	0	5	2	0	0	0	0	0	0	0	0	0	2	1	0	0
						22:00-23:00	43	25	8	0	4	1	0	1	0	0	0	0	0	0	0	3	1	0	0
						23:00-00:00	33	17	11	0	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0
2	B	Ping Yuen Road	-	-	2-way	00:00-01:00	22	10	7	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	14	6	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	16	6	6	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	13	4	5	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	12	3	4	0	2	1	0	1	0	0	0	0	0	0	0	1	0	0	0
						05:00-06:00	25	8	7	0	2	1	1	2	0	0	0	0	0	0	0	3	0	1	0
						06:00-07:00	46	21	5	0	5	2	1	2	0	0	1	1	0	1	0	4	2	1	0
						07:00-08:00	130	81	9	0	11	4	3	7	0	0	2	1	1	2	0	3	4	2	0
						08:00-09:00	196	102	20	0	25	9	8	15	0	0	2	1	1	2	0	2	5	4	0
						09:00-10:00	189	75	16	0	29	11	15	29	0	0	1	0	0	0	0	3	2	8	0
						10:00-11:00	161	58	13	0	28	10	13	26	0	0	1	0	0	1	0	2	2	7	0
						11:00-12:00	176	72	14	0	33	12	12	23	0	0	0	0	0	0	0	2	2	6	0
						12:00-13:00	158	60	10	0	29	11	11	22	0	0	2	1	1	1	0	3	1	6	0
						13:00-14:00	193	78	14	0	36	13	13	26	0	0	1	1	0	1	0	2	1	7	0
						14:00-15:00	182	65	13	0	39	14	13	26	0	0	1	0	0	1	0	2	1	7	0
						15:00-16:00	195	71	11	0	40	14	15	29	0	0	1	1	1	1	0	2	1	8	0
						16:00-17:00	191	73	11	0	36	13	15	29	0	0	1	1	1	1	0	2	1	7	0
						17:00-18:00	183	80	16	0	28	10	11	22	0	0	1	1	1	1	0	2	4	6	0
						18:00-19:00	139	81	15	0	14	5	5	9	0	0	0	0	0	0	0	3	5	2	0
						19:00-20:00	82	54	13	0	5	2	1	2	0	0	0	0	0	0	0	3	1	1	0
						20:00-21:00	68	43	8	0	5	2	1	3	0	0	0	0	0	0	0	3	2	1	0
						21:00-22:00	44	26	7	0	6	2	0	0	0	0	0	0	0	0	0	2	1	0	0
						22:00-23:00	53	30	10	0	5	2	1	1	0	0	0	0	0	0	0	3	1	0	0
						23:00-00:00	41	20	14	0	2	1	0	0	0	0	0	0	0	0	0	3	1	0	0
3	C	Ping Yuen Road	-	-	2-way	00:00-01:00	40	17	13	0	4	1	1	3	0	0	0	0	0	0	0	0	0	1	0
						01:00-02:00	26	10	12	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	29	10	10	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	24	7	8	0	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	21	5	6	0	4	1	1	2	0	0	0	0	0	0	0	1	1	0	0
						05:00-06:00	43	14	11	0	5	2	2	4	0	0	0	0	0	0	0	3	1	1	0
						06:00-07:00	80	34	9	0	11	4	3	5	0	0	2	1	1	2	0	4	3	1	0
						07:00-08:00	225	130	14	0	26	9	8	16	0	0	3	2	1	2	0	3	7	4	0
						08:00-09:00	360	164	33	1	60	22	18	35	0	0	3	2	1	3	0	2	7	9	0
						09:00-10:00	369	122	26	1	67	24	34	67	0	0	1	1	0	1	0	3	4	18	0
						10:00-11:00	318	96	22	1	63	23	30	59	0	0	1	1	0	1	0	2	4	15	0
						11:00-12:00	337	121	23	1	71	25	25	50	0	0	1	1	0	1	0	2	3	13	0
						12:00-13:00	298	103	17	1	61	22	23	46	0	0	3	2	1	3	0	3	1	12	0
						13:00-14:00	360	135	24	1	72	26	26	52	0	0	2	1	1	2	0	2	2	14	0
						14:00-15:00	337	115	23	1	76	27	25	50	0	0	1	1	0	1	0	2	2	13	0
						15:00-16:00	359	128	20	1	75	27	28	54	0	0	2	2	1	2	0	2	3	14	0
						16:00-17:00	351	135	20	1	66	24	26	52	0	0	3	2	1	3	0	2	2	14	0
						17:00-18:00	337	150	30	1	50	18	20	40	0	0	3	2	1	3	0	2	7	10	0
						18:00-19:00	256	151	28	0	26	9	8	16	0	0	1	0	0	1	0	3	9	4	0
						19:00-20:00	148	98	24	0	10	4	2	4	0	0	0	0	0	0	0	3	2	1	0
						20:00-21:00	119	78	14	0	9	3	3	5	0	0	0	0	0	0	0	3	3	1	0
						21:00-22:00	81	47	13	0	12	4	0	1	0	0	0	0	0	0	0	2	2	0	0
						22:00-23:00	92	53	18	0	10	3	1	2	0	0	0	0	0	0	0	3	1	1	0
						23:00-00:00	69	36	24	0	3	1	0	0	0	0	0	0	0	0	0	3	2	0	0
4	D	Ping Che Road	-	-	2-way	00:00-01:00	43	19	14	0	4	1	1	3	0	0	0	0	0	0	0	0	0	1	0
						01:00-02:00	28	11	13	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	32	11	11	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	27	8	9	0	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	40	6	6	0	4	1	1	2	0	0	0	0	0	0	1	18	1	0	0
						05:00-06:00	91	14	12	0	5	2	3	5	2	0	0	0	0	0	2	44	1	1	0
						06:00-07:00	153	35	9	0	12	4	3	6	8	0	2	1	1	2	3	62	3	2	0
						07:00-08:00	291	133	14	0	30	11	9	18	10	0	3	2	1	2	2	44	7	5	0
						08:00-09:00	430	164	33	1	70	25	21	41	11	0	3	2	1	3	2	35	7	11	0
						09:00-10:00	463	125	27	1	77	28	39	77	7	0	1	1	0	1	2	53	4	20	0
						10:00-11:00	386	101	23	1	71	25	33	65	5	0	1	1	0	1	2	36	4	17	0
						11:00-12:00	398	130	25	1	78	28	28	55	5	0	1	1	0	1	1	27	3	14	0
						12:00-13:00	380	113	18	1	65	23	25	49	5	0	3	2	1	3	3	55	1	13	0
						13:00-14:00	432	152	27	1	76	27	28	55	5	0	2	1	1	2	2	37	2	14	0
						14:00-15:00	394	132	27	1	78	28	26	51	3	0	1	1	1	1	1	28	2	13	0
						15:00-16:00	431	150	24	1	76	27	28	55	4	0	3	2	1	3	2	38	3	14	0
						16:00-17:00	424	162	24	1	65	23	26	51	7	0	3	2	1	3	2	38	3	13	0
						17:00-18:00	422	184	37	1	48	17	19	38	9	0	3	2	1	3	2	39	9	10	0
						18:00-19:00	359	183	34	0	25	9	8	16	8	0	1	0	0	1	3	57	10	4	0
						19:00-20:00	227	117	29	0	10	4	2	4	8	0	0	0	0	0	2	48	2	1	0
						20:00-21:00	189	91	16	0	10	3	3	5	7	0	0	0	0	0	2	47	4	1	0
						21:00-22:00	134	55	15	0	12	4	0	1	5	0	0	0	0	0	2	38	2	0	0
						22:00-23:00	153	61	20	0	10	4	1	2	4	0	0	0	0	0	2	47	1	1	0
						23:00-00:00	134	40	27	0	3	1	0	0	2	0	0	0	0	0	3	56	2	0	0
5	E	Ping Che Road	-	-	2-way	00:00-01:00	75	31	24	0	7	3	3	6	0	0	0	0	0	0	0	0	0	1	0
						01:00-02:00	48	19	22	0	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	59	19	19	0	13	5	1	2	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	49	13	16	0	11	4	1	3	0	0	0	0	0	0	0	0	0	1	0
						04:00-05:00	60	10	11	0	8	3	2	3	0	0	0	0	0	0	1	20	1	1	0
						05:00-06:00	131	25	20	0	10	4	5	10	2	0	0	0	0	0	2	49	1	3	0
						06:00-07:00	224	62	16	0	23	8	6	12	8	0	3	2	1	3	3	68	6	3	0
						07:00-08:00	487	236	25	1	57	21	17	34	10	1	5	3	2	4	2	48	12	9	0
						08:00-09:00	753	294	59	1	132	48	40	78	11	1	5	3	2	5	2	39	13	20	0
						09:00-10:00	810	221	48	2	147	53	75	146	7	0	2	1	1	1	3	58	7	38	0
						10:00-11:00	683	176	41	1	135	49	64	125	5	0	2	1	1	2	2	39	7	33	0
						11:00-12:00	705	223	43	2	149	54	54	105	5	0	2	1	1	1	1	30	6	28	0
						12:00-13:00	647	191	31	1	126	45	48	95	5	1	5	3	2	5	3	59	2	25	0
						13:00-14:00	750	254	45	2	148	53	54	106	5	0	3	2	1	3	2	40	4	28	0
						14:00-15:00	691	218	44	2	152	55	51	99	3	0	2	1	1	2	1	30	4	26	0
						15:00-16:00	741	244	38	2	148	53	55	107	4	1	5	3	2	4	2	40	5	28	0
						16:00-17:00	721	260	38	1	127	46	51	101	7	1	5	3	2	5	2	41	5	26	0
						17:00-18:00	696	292	59	1	95	34	38	75	9	1	5	3	2	5	2	41	14	20	0
						18:00-19:00	562	292	55	1	49	18	16	31	8	0	1	1	0	1	3	61	17	8	0
						19:00-20:00	341	189	47	0	19	7	4	8	8	0	0	0	0	0	2	51	4	2	0
						20:00-21:00	284	148	26	0	19	7	5	10	7	0	0	0	0	0	2	51	6	3	0
						21:00-22:00	200	90	25	0	23	8	1	2	5	0	0	0	0	0	2	40	4	0	0
						22:00-23:00	226	101	34	0	19	7	2	4	4	0	0	0	0	0	2	50	2	1	0
						23:00-00:00	189	67	45	0	6	2	0	0	2	0	0	0	0	0	3	60	4	0	0
6	F	Ping Che Road	-	-	2-way	00:00-01:00	87	36	28	0	8	3	3	7	0	0	0	0	0	0	0	0	0	2	0
						01:00-02:00	55	22	25	0	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	68	22	22	0	15	5	1	2	0	0	0	0	0	0	0	0	0	1	0
						03:00-04:00	57	15	18	0	13	5	2	3	0	0	0	0	0	0	0	0	0	1	0
						04:00-05:00	64	11	12	0	9	3	2	4	0	0	0	0	0	0	1	20	1	1	0
						05:00-06:00	142	29	23	0	12	4	6	11	2	0	0	0	0	0	2	49	1	3	0
						06:00-07:00	247	71	18	0	27	10	7	14	8	0	3	2	2	3	3	68	7	4	0
						07:00-08:00	548	267	28	1	67	24	20	40	10	1	5	3	2	5	2	48	14	11	0
						08:00-09:00	860	332	66	2	156	56	47	92	11	1	6	4	2	5	2	39	15	24	0
						09:00-10:00	928	252	54	2	172	62	87	172	7	0	2	1	1	2	3	58	8	45	0
						10:00-11:00	785	201	47	2	158	57	75	147	5	0	2	1	1	2	2	39	8	38	0
						11:00-12:00	810	256	50	2	174	62	62	123	5	0	2	1	1	2	1	30	7	32	0
						12:00-13:00	743	222	36	2	146	52	56	110	5	1	6	4	3	6	3	59	3	29	0
						13:00-14:00	864	296	53	2	170	61	62	123	5	1	4	3	2	4	2	40	4	32	0
						14:00-15:00	793	256	52	2	174	63	58	114	3	0	2	1	1	2	1	30	4	30	0
						15:00-16:00	851	289	45	2	169	61	62	123	4	1	5	3	2	5	2	40	6	32	0
						16:00-17:00	831	309	46	2	144	52	58	114	7	1	6	4	3	6	2	41	6	30	0
						17:00-18:00	807	350	70	1	108	39	43	85	9	1	6	4	3	6	2	41	17	22	0
						18:00-19:00	650	348	66	1	56	20	18	36	8	0	1	1	1	1	3	61	20	9	0
						19:00-20:00	391	225	55	0	22	8	5	9	8	0	0	0	0	0	2	51	4	2	0
						20:00-21:00	323	176	31	0	21	8	6	11	7	0	0	0	0	0	2	51	7	3	0
						21:00-22:00	225	106	30	0	26	9	1	2	5	0	0	0	0	0	2	40	4	0	0
						22:00-23:00	253	118	39	0	22	8	2	4	4	0	0	0	0	0	2	50	3	1	0
						23:00-00:00	210	78	53	0	7	3	0	0	2	0	0	0	0	0	3	60	4	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
7	G	Ng Chow South Road	-	-	2-way	00:00-01:00	29	12	9	0	3	1	1	2	0	0	0	0	0	0	0	0	0	1	0
						01:00-02:00	17	7	8	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	22	7	7	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	17	5	6	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	13	3	4	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	28	9	7	0	4	1	2	4	0	0	0	0	0	0	0	0	0	1	0
						06:00-07:00	50	21	5	0	9	3	2	4	0	0	1	1	0	1	0	0	2	1	0
						07:00-08:00	146	76	8	0	22	8	7	13	0	0	1	1	1	1	0	0	4	4	0
						08:00-09:00	248	93	18	1	53	19	16	31	0	0	2	1	1	1	0	0	4	8	0
						09:00-10:00	271	73	16	1	57	21	29	57	0	0	0	0	0	0	0	0	2	15	0
						10:00-11:00	233	60	14	1	52	18	24	48	0	0	1	0	0	1	0	0	2	12	0
						11:00-12:00	243	79	15	1	55	20	20	39	0	0	1	0	0	1	0	0	2	10	0
						12:00-13:00	211	70	11	0	46	16	18	34	0	0	2	1	1	2	0	0	1	9	0
						13:00-14:00	257	97	17	1	52	19	19	37	0	0	1	1	1	1	0	0	1	10	0
						14:00-15:00	238	86	17	1	52	19	17	34	0	0	1	0	0	1	0	0	1	9	0
						15:00-16:00	251	99	16	1	48	17	18	35	0	0	2	1	1	2	0	0	2	9	0
						16:00-17:00	243	109	16	0	40	14	16	32	0	0	2	1	1	2	0	0	2	8	0
						17:00-18:00	243	126	25	0	29	10	12	23	0	0	2	1	1	2	0	0	6	6	0
						18:00-19:00	192	124	23	0	15	5	5	10	0	0	0	0	0	0	0	0	7	3	0
						19:00-20:00	112	79	19	0	6	2	1	3	0	0	0	0	0	0	0	0	1	1	0
						20:00-21:00	88	61	11	0	6	2	2	3	0	0	0	0	0	0	0	0	2	1	0
						21:00-22:00	59	36	10	0	8	3	0	1	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	65	40	13	0	7	2	1	1	0	0	0	0	0	0	0	0	1	0	0
						23:00-00:00	48	26	18	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0
8	H	Ng Chow South Road	-	-	2-way	00:00-01:00	13	6	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	9	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	11	4	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	9	3	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	7	2	2	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	15	5	4	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	27	11	3	0	4	2	1	2	0	0	1	0	0	1	0	0	1	1	0
						07:00-08:00	77	41	4	0	11	4	3	7	0	0	1	1	0	1	0	0	2	2	0
						08:00-09:00	127	50	10	0	26	9	8	15	0	0	1	1	0	1	0	0	2	4	0
						09:00-10:00	135	39	8	0	28	10	14	28	0	0	0	0	0	0	0	0	1	7	0
						10:00-11:00	115	32	7	0	25	9	12	23	0	0	0	0	0	0	0	0	1	6	0
						11:00-12:00	119	42	8	0	26	9	9	19	0	0	0	0	0	0	0	0	1	5	0
						12:00-13:00	104	38	6	0	21	8	8	16	0	0	1	1	0	1	0	0	0	4	0
						13:00-14:00	128	52	9	0	24	9	9	17	0	0	1	0	0	1	0	0	1	5	0
						14:00-15:00	115	46	9	0	24	8	8	15	0	0	0	0	0	0	0	0	1	4	0
						15:00-16:00	123	53	8	0	22	8	8	16	0	0	1	1	0	1	0	0	1	4	0
						16:00-17:00	121	58	9	0	18	6	7	14	0	0	1	1	1	1	0	0	1	4	0
						17:00-18:00	122	67	14	0	12	4	5	10	0	0	1	1	1	1	0	0	3	3	0
						18:00-19:00	98	66	12	0	7	2	2	4	0	0	0	0	0	0	0	0	4	1	0
						19:00-20:00	59	42	10	0	3	1	1	1	0	0	0	0	0	0	0	0	1	0	0
						20:00-21:00	45	32	6	0	3	1	1	1	0	0	0	0	0	0	0	0	1	0	0
						21:00-22:00	29	19	5	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	34	21	7	0	3	1	0	1	0	0	0	0	0	0	0	0	1	0	0
						23:00-00:00	25	14	9	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9	I	Ng Chow Road	-	-	2-way	00:00-01:00	13	6	4	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	8	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	10	3	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	9	2	3	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	8	2	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	14	4	3	0	2	1	1	2	0	0	0	0	0	0	0	0	0	1	0
						06:00-07:00	23	9	2	0	5	2	1	2	0	0	0	0	0	0	0	0	1	1	0
						07:00-08:00	72	35	4	0	12	4	4	7	0	0	1	0	0	1	0	0	2	2	0
						08:00-09:00	120	42	8	0	28	10	8	16	0	0	1	0	0	1	0	0	2	4	0
						09:00-10:00	135	33	7	0	30	11	15	30	0	0	0	0	0	0	0	0	1	8	0
						10:00-11:00	117	28	6	0	27	10	13	25	0	0	0	0	0	0	0	0	1	7	0
						11:00-12:00	122	37	7	0	29	11	11	21	0	0	0	0	0	0	0	0	1	5	0
						12:00-13:00	106	33	5	0	24	9	9	18	0	0	1	1	0	1	0	0	0	5	0
						13:00-14:00	130	46	8	0	28	10	10	20	0	0	1	0	0	1	0	0	1	5	0
						14:00-15:00	120	41	8	0	28	10	9	18	0	0	0	0	0	0	0	0	1	5	0
						15:00-16:00	128	48	7	0	26	9	10	19	0	0	1	1	0	1	0	0	1	5	0
						16:00-17:00	125	53	8	0	22	8	9	17	0	0	1	1	0	1	0	0	1	4	0
						17:00-18:00	122	61	12	0	16	6	6	12	0	0	1	1	0	1	0	0	3	3	0
						18:00-19:00	94	60	11	0	8	3	3	5	0	0	0	0	0	0	0	0	3	1	0
						19:00-20:00	54	38	9	0	3	1	1	1	0	0	0	0	0	0	0	0	1	0	0
						20:00-21:00	42	29	5	0	3	1	1	2	0	0	0	0	0	0	0	0	1	0	0
						21:00-22:00	28	17	5	0	4	1	0	0	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	30	19	6	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	22	12	8	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10	J	Ng Chow Road	-	-	2-way	00:00-01:00	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	5	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	4	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	7	3	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	13	6	2	0	2	1	0	1	0	0	0	0	0	0	0	0	1	0	0
						07:00-08:00	40	24	3	0	5	2	1	3	0	0	0	0	0	0	0	0	1	1	0
						08:00-09:00	62	28	6	0	11	4	3	7	0	0	0	0	0	0	0	0	1	2	0
						09:00-10:00	66	23	5	0	12	4	6	12	0	0	0	0	0	0	0	0	1	3	0
						10:00-11:00	57	19	4	0	11	4	5	10	0	0	0	0	0	0	0	0	1	3	0
						11:00-12:00	60	25	5	0	11	4	4	8	0	0	0	0	0	0	0	0	1	2	0
						12:00-13:00	53	23	4	0	9	3	3	7	0	0	1	0	0	1	0	0	0	2	0
						13:00-14:00	65	32	6	0	10	4	4	7	0	0	0	0	0	0	0	0	0	2	0
						14:00-15:00	57	28	6	0	9	3	3	6	0	0	0	0	0	0	0	0	0	2	0
						15:00-16:00	63	33	5	0	8	3	3	6	0	0	1	0	0	1	0	0	1	2	0
						16:00-17:00	63	37	5	0	7	2	3	5	0	0	1	0	0	1	0	0	1	1	0
						17:00-18:00	69	43	9	0	4	2	2	4	0	0	1	0	0	1	0	0	2	1	0
						18:00-19:00	58	42	8	0	2	1	1	2	0	0	0	0	0	0	0	0	2	0	0
						19:00-20:00	35	26	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
						20:00-21:00	27	20	4	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0
						21:00-22:00	16	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	18	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	14	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	K	Unnamed Road	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	3	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	3	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	L	Unnamed Road	-	-	2-way	00:00-01:00	14	5	4	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	8	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	10	3	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	10	2	3	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	8	2	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	15	4	3	0	3	1	1	2	0	0	0	0	0	0	0	0	0	1	0
						06:00-07:00	27	10	3	0	6	2	1	3	0	0	0	0	0	0	0	0	1	1	0
						07:00-08:00	80	38	4	0	14	5	4	9	0	0	1	0	0	1	0	0	2	2	0
						08:00-09:00	144	48	10	0	34	12	10	20	0	0	1	1	0	1	0	0	2	5	0
						09:00-10:00	161	36	8	0	37	13	19	37	0	0	0	0	0	0	0	0	1	10	0
						10:00-11:00	139	29	7	0	34	12	16	32	0	0	0	0	0	0	0	0	1	8	0
						11:00-12:00	140	36	7	0	37	13	13	26	0	0	0	0	0	0	0	0	1	7	0
						12:00-13:00	123	31	5	0	31	11	12	24	0	0	1	1	0	1	0	0	0	6	0
						13:00-14:00	147	42	7	0	36	13	13	26	0	0	1	0	0	1	0	0	1	7	0
						14:00-15:00	136	36	7	0	37	13	12	24	0	0	0	0	0	0	0	0	1	6	0
						15:00-16:00	144	40	6	0	36	13	13	26	0	0	1	0	0	1	0	0	1	7	0
						16:00-17:00	136	43	6	0	30	11	12	24	0	0	1	1	0	1	0	0	1	6	0
						17:00-18:00	126	48	10	0	23	8	9	18	0	0	1	1	0	1	0	0	2	5	0
						18:00-19:00	89	48	9	0	12	4	4	7	0	0	0	0	0	0	0	0	3	2	0
						19:00-20:00	51	31	8	0	5	2	1	2	0	0	0	0	0	0	0	0	1	1	0
						20:00-21:00	39	24	4	0	4	2	1	2	0	0	0	0	0	0	0	0	1	1	0
						21:00-22:00	28	15	4	0	6	2	0	0	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	29	16	5	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	22	11	7	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
13	M	Unnamed Road	-	-	2-way	00:00-01:00	14	5	4	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	7	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	10	3	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	8	2	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	7	1	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	14	4	3	0	2	1	1	2	0	0	0	0	0	0	0	0	0	1	0
						06:00-07:00	23	9	2	0	5	2	1	2	0	0	0	0	0	0	0	0	1	1	0
						07:00-08:00	71	34	4	0	12	4	4	7	0	0	1	0	0	1	0	0	2	2	0
						08:00-09:00	121	43	8	0	28	10	8	16	0	0	1	0	0	1	0	0	2	4	0
						09:00-10:00	137	32	7	0	31	11	16	31	0	0	0	0	0	0	0	0	1	8	0
						10:00-11:00	117	26	6	0	28	10	13	26	0	0	0	0	0	0	0	0	1	7	0
						11:00-12:00	121	33	6	0	31	11	11	22	0	0	0	0	0	0	0	0	1	6	0
						12:00-13:00	107	29	5	0	26	10	10	20	0	0	1	0	0	1	0	0	0	5	0
						13:00-14:00	128	38	7	0	31	11	11	22	0	0	1	0	0	0	0	0	1	6	0
						14:00-15:00	121	33	7	0	32	11	11	21	0	0	0	0	0	0	0	0	1	5	0
						15:00-16:00	129	38	6	0	31	11	11	23	0	0	1	0	0	1	0	0	1	6	0
						16:00-17:00	125	40	6	0	27	10	11	21	0	0	1	1	0	1	0	0	1	6	0
						17:00-18:00	115	46	9	0	20	7	8	16	0	0	1	1	0	1	0	0	2	4	0
						18:00-19:00	84	46	9	0	10	4	3	7	0	0	0	0	0	0	0	0	3	2	0
						19:00-20:00	45	29	7	0	4	1	1	2	0	0	0	0	0	0	0	0	1	0	0
						20:00-21:00	37	23	4	0	4	1	1	2	0	0	0	0	0	0	0	0	1	1	0
						21:00-22:00	26	14	4	0	5	2	0	0	0	0	0	0	0	0	0	0	1	0	0
						22:00-23:00	26	15	5	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	19	10	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
14	N	Unnamed Road	-	-	2-way	00:00-01:00	9	4	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	7	2	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	7	2	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	4	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	10	3	2	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	17	7	2	0	3	1	1	2	0	0	0	0	0	0	0	0	1	0	0
						07:00-08:00	53	27	3	0	8	3	3	5	0	0	1	0	0	1	0	0	1	1	0
						08:00-09:00	91	34	7	0	19	7	6	11	0	0	1	0	0	1	0	0	2	3	0
						09:00-10:00	98	25	5	0	21	8	11	21	0	0	0	0	0	0	0	0	1	6	0
						10:00-11:00	87	20	5	0	20	7	10	19	0	0	0	0	0	0	0	0	1	5	0
						11:00-12:00	91	26	5	0	23	8	8	16	0	0	0	0	0	0	0	0	1	4	0
						12:00-13:00	82	22	4	0	20	7	8	15	0	0	1	0	0	1	0	0	0	4	0
						13:00-14:00	96	29	5	0	24	8	9	17	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	92	25	5	0	25	9	8	16	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	101	28	4	0	25	9	9	18	0	0	1	0	0	1	0	0	1	5	0
						16:00-17:00	98	30	4	0	22	8	9	17	0	0	1	0	0	1	0	0	1	5	0
						17:00-18:00	91	34	7	0	17	6	7	13	0	0	1	0	0	1	0	0	2	3	0
						18:00-19:00	63	34	6	0	9	3	3	5	0	0	0	0	0	0	0	0	2	1	0
						19:00-20:00	33	22	5	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	28	17	3	0	3	1	1	2	0	0	0	0	0	0	0	0	1	0	0
						21:00-22:00	18	10	3	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	21	12	4	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	14	8	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	O	Unnamed Road	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	5	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	4	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	6	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	6	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	6	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	6	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	7	4	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	6	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	P	Unnamed Road	-	-	2-way	00:00-01:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	18	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
						08:00-09:00	24	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
						09:00-10:00	19	14	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	13	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	14	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	14	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	11	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	9	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	EP8_1	EP8_1	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	EP8_2	EP8_2	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
20	EP8_3	EP8_3	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	EP8_4	EP8_4	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	EP8_5	EP8_5	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						08:00-09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						09:00-10:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						10:00-11:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						11:00-12:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						12:00-13:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						13:00-14:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						14:00-15:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						15:00-16:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						16:00-17:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						17:00-18:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						18:00-19:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						19:00-20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						20:00-21:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						21:00-22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						22:00-23:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	EP9_1	EP9_1	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	EP9_2	EP9_2	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	EP9_3	EP9_3	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
26	EP9_4	EP9_4	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	EP9_5	EP9_5	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	EP9_6	EP9_6	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						08:00-09:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						09:00-10:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						10:00-11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						11:00-12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						12:00-13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						13:00-14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						14:00-15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						15:00-16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						16:00-17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						17:00-18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						18:00-19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						19:00-20:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						20:00-21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						21:00-22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						22:00-23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	EP10_1	EP10_1	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	EP10_2	EP10_2	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	EP10_3	EP10_3	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
32	EP10_4	EP10_4	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	EP10_5	EP10_5	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	EP10_6	EP10_6	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	EP10_7	EP10_7	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
36	EP10_8	EP10_8	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	EP10_9	EP10_9	-	-	1-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						08:00-09:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						09:00-10:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						10:00-11:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						11:00-12:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						12:00-13:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						13:00-14:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						14:00-15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						15:00-16:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						16:00-17:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						17:00-18:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						18:00-19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						19:00-20:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						20:00-21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						21:00-22:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						22:00-23:00	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
38	EP11_1	EP11_1	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						08:00-09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						09:00-10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						10:00-11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						11:00-12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						12:00-13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						13:00-14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						16:00-17:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	EP11_2	EP11_2	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						08:00-09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						09:00-10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						10:00-11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						11:00-12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						12:00-13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						13:00-14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						16:00-17:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	EP11_3	EP11_3	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						08:00-09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						09:00-10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						10:00-11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						11:00-12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						12:00-13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						13:00-14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						16:00-17:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	EP12_1	EP12_1	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	EP12_2	EP12_2	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	EP12_3	EP12_3	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
1	A	Ping Yuen Road	2-way	1	18	LD	305	44.4%	33.3%	0.0%	5.6%	5.6%	5.6%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	2	11	LD	305	45.5%	45.5%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	3	14	LD	305	35.7%	35.7%	0.0%	21.4%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	4	10	LD	305	30.0%	40.0%	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	5	9	LD	305	22.2%	33.3%	0.0%	11.1%	11.1%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	6	20	LD	305	30.0%	25.0%	0.0%	10.0%	5.0%	5.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.0%	0.0%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	7	35	LD	305	40.0%	11.4%	0.0%	11.4%	5.7%	2.9%	5.7%	0.0%	0.0%	2.9%	0.0%	0.0%	2.9%	0.0%	11.4%	2.9%	2.9%	0.0%
1	A	Ping Yuen Road	2-way	8	94	LD	305	57.4%	6.4%	0.0%	10.6%	4.3%	3.2%	6.4%	0.0%	0.0%	1.1%	1.1%	0.0%	1.1%	0.0%	3.2%	3.2%	2.1%	0.0%
1	A	Ping Yuen Road	2-way	9	146	LD	305	45.9%	8.9%	0.0%	16.4%	6.2%	4.8%	9.6%	0.0%	0.0%	0.7%	0.7%	0.0%	0.7%	0.0%	1.4%	2.1%	2.7%	0.0%
1	A	Ping Yuen Road	2-way	10	152	LD	305	33.6%	7.2%	0.0%	17.8%	6.6%	9.2%	17.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	1.3%	4.6%	0.0%
1	A	Ping Yuen Road	2-way	11	132	LD	305	31.1%	7.6%	0.0%	19.7%	6.8%	9.1%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	1.5%	4.5%	0.0%
1	A	Ping Yuen Road	2-way	12	140	LD	305	37.9%	7.1%	0.0%	20.7%	7.1%	7.1%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.7%	3.6%	0.0%
1	A	Ping Yuen Road	2-way	13	130	LD	305	35.4%	6.2%	0.0%	19.2%	6.9%	7.7%	14.6%	0.0%	0.0%	0.8%	0.8%	0.8%	0.8%	0.0%	2.3%	0.8%	3.8%	0.0%
1	A	Ping Yuen Road	2-way	14	159	LD	305	39.0%	6.9%	0.0%	18.9%	6.9%	6.9%	13.8%	0.0%	0.0%	0.6%	0.6%	0.0%	0.6%	0.0%	1.3%	0.6%	3.8%	0.0%
1	A	Ping Yuen Road	2-way	15	148	LD	305	36.5%	7.4%	0.0%	21.6%	7.4%	7.4%	14.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.7%	3.4%	0.0%
1	A	Ping Yuen Road	2-way	16	162	LD	305	37.7%	6.2%	0.0%	19.8%	6.8%	7.4%	14.2%	0.0%	0.0%	0.6%	0.6%	0.6%	0.6%	0.0%	1.2%	0.6%	3.7%	0.0%
1	A	Ping Yuen Road	2-way	17	160	LD	305	41.3%	6.3%	0.0%	17.5%	6.3%	6.9%	13.8%	0.0%	0.0%	0.6%	0.6%	0.6%	0.6%	0.0%	1.3%	0.6%	3.8%	0.0%
1	A	Ping Yuen Road	2-way	18	161	LD	305	46.6%	9.3%	0.0%	13.7%	5.0%	5.6%	10.6%	0.0%	0.0%	0.6%	0.6%	0.6%	0.6%	0.0%	1.2%	2.5%	3.1%	0.0%
1	A	Ping Yuen Road	2-way	19	124	LD	305	60.5%	11.3%	0.0%	8.9%	3.2%	3.2%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	3.2%	1.6%	0.0%
1	A	Ping Yuen Road	2-way	20	73	LD	305	65.8%	16.4%	0.0%	5.5%	2.7%	1.4%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	1.4%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	21	58	LD	305	63.8%	12.1%	0.0%	6.9%	1.7%	1.7%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	3.4%	1.7%	0.0%
1	A	Ping Yuen Road	2-way	22	38	LD	305	57.9%	15.8%	0.0%	13.2%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	2.6%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	23	43	LD	305	58.1%	18.6%	0.0%	9.3%	2.3%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	2.3%	0.0%	0.0%
1	A	Ping Yuen Road	2-way	24	33	LD	305	51.5%	33.3%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	3.0%	0.0%	0.0%
2	B	Ping Yuen Road	2-way	1	22	LD	415	45.45%	31.82%	0.00%	9.09%	4.55%	4.55%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	2	14	LD	415	42.86%	50.00%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	3	16	LD	415	37.50%	37.50%	0.00%	18.75%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	4	13	LD	415	30.77%	38.46%	0.00%	15.38%	7.69%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	5	12	LD	415	25.00%	33.33%	0.00%	16.67%	8.33%	0.00%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.33%	0.00%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	6	25	LD	415	32.00%	28.00%	0.00%	8.00%	4.00%	4.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	12.00%	0.00%	4.00%	0.00%
2	B	Ping Yuen Road	2-way	7	46	LD	415	45.65%	10.87%	0.00%	10.87%	4.35%	2.17%	4.35%	0.00%	0.00%	2.17%	2.17%	0.00%	2.17%	0.00%	8.70%	4.35%	2.17%	0.00%
2	B	Ping Yuen Road	2-way	8	130	LD	415	62.31%	6.92%	0.00%	8.46%	3.08%	2.31%	5.38%	0.00%	0.00%	1.54%	0.77%	0.77%	1.54%	0.00%	2.31%	3.08%	1.54%	0.00%
2	B	Ping Yuen Road	2-way	9	196	LD	415	52.04%	10.20%	0.00%	12.76%	4.59%	4.08%	7.65%	0.00%	0.00%	1.02%	0.51%	0.51%	1.02%	0.00%	1.02%	2.55%	2.04%	0.00%
2	B	Ping Yuen Road	2-way	10	189	LD	415	39.68%	8.47%	0.00%	15.34%	5.82%	7.94%	15.34%	0.00%	0.00%	0.53%	0.00%	0.00%	0.00%	0.00%	1.59%	1.06%	4.23%	0.00%
2	B	Ping Yuen Road	2-way	11	161	LD	415	36.02%	8.07%	0.00%	17.39%	6.21%	8.07%	16.15%	0.00%	0.00%	0.62%	0.00%	0.00%	0.62%	0.00%	1.24%	1.24%	4.35%	0.00%
2	B	Ping Yuen Road	2-way	12	176	LD	415	40.91%	7.95%	0.00%	18.75%	6.82%	6.82%	13.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.14%	1.14%	3.41%	0.00%
2	B	Ping Yuen Road	2-way	13	158	LD	415	37.97%	6.33%	0.00%	18.35%	6.96%	6.96%	13.92%	0.00%	0.00%	1.27%	0.63%	0.63%	0.63%	0.00%	1.90%	0.63%	3.80%	0.00%
2	B	Ping Yuen Road	2-way	14	193	LD	415	40.41%	7.25%	0.00%	18.65%	6.74%	6.74%	13.47%	0.00%	0.00%	0.52%	0.52%	0.00%	0.52%	0.00%	1.04%	0.52%	3.63%	0.00%
2	B	Ping Yuen Road	2-way	15	182	LD	415	35.71%	7.14%	0.00%	21.43%	7.69%	7.14%	14.29%	0.00%	0.00%	0.55%	0.00%	0.00%	0.55%	0.00%	1.10%	0.55%	3.85%	0.00%
2	B	Ping Yuen Road	2-way	16	195	LD	415	36.41%	5.64%	0.00%	20.51%	7.18%	7.69%	14.87%	0.00%	0.00%	0.51%	0.51%	0.51%	0.51%	0.00%	1.03%	0.51%	4.10%	0.00%
2	B	Ping Yuen Road	2-way	17	191	LD	415	38.22%	5.76%	0.00%	18.85%	6.81%	7.85%	15.18%	0.00%	0.00%	0.52%	0.52%	0.52%	0.52%	0.00%	1.05%	0.52%	3.66%	0.00%
2	B	Ping Yuen Road	2-way	18	183	LD	415	43.72%	8.74%	0.00%	15.30%	5.46%	6.01%	12.02%	0.00%	0.00%	0.55%	0.55%	0.55%	0.55%	0.00%	1.09%	2.19%	3.28%	0.00%
2	B	Ping Yuen Road	2-way	19	139	LD	415	58.27%	10.79%	0.00%	10.07%	3.60%	3.60%	6.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.16%	3.60%	1.44%	0.00%
2	B	Ping Yuen Road	2-way	20	82	LD	415	65.85%	15.85%	0.00%	6.10%	2.44%	1.22%	2.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.66%	1.22%	1.22%	0.00%
2	B	Ping Yuen Road	2-way	21	68	LD	415	63.24%	11.76%	0.00%	7.35%	2.94%	1.47%	4.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.41%	2.94%	1.47%	0.00%
2	B	Ping Yuen Road	2-way	22	44	LD	415	59.09%	15.91%	0.00%	13.64%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	2.27%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	23	53	LD	415	56.60%	18.87%	0.00%	9.43%	3.77%	1.89%	1.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.66%	1.89%	0.00%	0.00%
2	B	Ping Yuen Road	2-way	24	41	LD	415	48.78%	34.15%	0.00%	4.88%	2.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.32%	2.44%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	1	40	LD	215	42.50%	32.50%	0.00%	10.00%	2.50%	2.50%	7.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.50%	0.00%
3	C	Ping Yuen Road	2-way	2	26	LD	215	38.46%	46.15%	0.00%	7.69%	3.85%	0.00%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	3	29	LD	215	34.48%	34.48%	0.00%	20.69%	6.90%	0.00%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	4	24	LD	215	29.17%	33.33%	0.00%	20.83%	8.33%	4.17%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	5	21	LD	215	23.81%	28.57%	0.00%	19.05%	4.76%	4.76%	9.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.76%	4.76%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	6	43	LD	215	32.56%	25.58%	0.00%	11.63%	4.65%	4.65%	9.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.98%	2.33%	2.33%	0.00%
3	C	Ping Yuen Road	2-way	7	80	LD	215	42.50%	11.25%	0.00%	13.75%	5.00%	3.75%	6.25%	0.00%	0.00%	2.50%	1.25%	1.25%	2.50%	0.00%	5.00%	3.75%	1.25%	0.00%
3	C	Ping Yuen Road	2-way	8	225	LD	215	57.78%	6.22%	0.00%	11.56%	4.00%	3.56%	7.11%	0.00%	0.00%	1.33%	0.89%	0.44%	0.89%	0.00%	1.33%	3.11%	1.78%	0.00%
3	C	Ping Yuen Road	2-way	9	360	LD	215	45.56%	9.17%	0.28%	16.67%	6.11%	5.00%	9.72%	0.00%	0.00%	0.83%	0.56%	0.28%	0.83%	0.00%	0.56%	1.94%	2.50%	0.00%
3	C	Ping Yuen Road	2-way	10	369	LD	215	33.06%	7.05%	0.27%	18.16%	6.50%	9.21%	18.16%	0.00%	0.00%	0.27%	0.27%	0.00%	0.27%	0.00%	0.81%	1.08%	4.88%	0.00%
3	C	Ping Yuen Road	2-way	11	318	LD	215	30.19%	6.92%	0.31%	19.81%	7.23%	9.43%	18.55%	0.00%	0.00%	0.31%	0.31%	0.00%	0.31%	0.00%	0.63%	1.26%	4.72%	0.00%
3	C	Ping Yuen Road	2-way	12	337	LD	215	35.91%	6.82%	0.30%	21.07%	7.42%	7.42%	14.84%	0.00%	0.00%	0.30%	0.30%	0.00%	0.30%	0.00%	0.59%	0.89%	3.86%	0.00%
3	C	Ping Yuen Road	2-way	13	298	LD	215	34.56%	5.70%	0.34%	20.47%	7.38%	7.72%	15.44%	0.00%	0.00%	1.01%	0.67%	0.34%	1.01%	0.00%	1.01%	0.34%	4.03%	0.00%
3	C	Ping Yuen Road	2-way	14	360	LD	215	37.50%	6.67%	0.28%	20.00%	7.22%	7.22%	14.44%	0.00%	0.00%	0.56%	0.28%	0.28%	0.56%	0.00%	0.56%	0.56%	3.89%	0.00%
3	C	Ping Yuen Road	2-way	15	337	LD	215	34.12%	6.82%	0.30%	22.55%	8.01%	7.42%	14.84%	0.00%	0.00%	0.30%	0.30%	0.00%	0.30%	0.00%	0.59%	0.59%	3.86%	0.00%
3	C	Ping Yuen Road	2-way	16	359	LD	215	35.65%	5.57%	0.28%	20.89%	7.52%	7.80%	15.04%	0.00%	0.00%	0.56%	0.56%	0.28%	0.56%	0.00%	0.56%	0.84%	3.90%	0.00%
3	C	Ping Yuen Road	2-way	17	351	LD	215	38.46%	5.70%	0.28%	18.80%	6.84%	7.41%	14.81%	0.00%	0.00%	0.85%	0.57%	0.28%	0.85%	0.00%	0.57%	0.57%	3.99%	0.00%
3	C	Ping Yuen Road	2-way	18	337	LD	215	44.51%	8.90%	0.30%	14.84%	5.34%	5.93%	11.87%	0.00%	0.00%	0.89%	0.59%	0.30%	0.89%	0.00%	0.59%	2.08%	2.97%	0.00%
3	C	Ping Yuen Road	2-way	19	256	LD	215	58.98%	10.94%	0.00%	10.16%	3.52%	3.13%	6.25%	0.00%	0.00%	0.39%	0.00%	0.00%	0.39%	0.00%	1.17%	3.52%	1.56%	0.00%
3	C	Ping Yuen Road	2-way	20	148	LD	215	66.22%	16.22%	0.00%	6.76%	2.70%	1.35%	2.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.03%	1.35%	0.68%	0.00%
3	C	Ping Yuen Road	2-way	21	119	LD	215	65.55%	11.76%	0.00%	7.56%	2.52%	2.52%	4.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.52%	2.52%	0.84%	0.00%
3	C	Ping Yuen Road	2-way	22	81	LD	215	58.02%	16.05%	0.00%	14.81%	4.94%	0.00%	1.23%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.47%	2.47%	0.00%	0.00%
3	C	Ping Yuen Road	2-way	23	92	LD	215	57.61%	19.57%	0.00%	10.87%	3.26%	1.09%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.26%	1.09%	1.09%	0.00%
3	C	Ping Yuen Road	2-way	24	69	LD	215	52.17%	34.78%	0.00%	4.35%	1.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	2.90%	0.00%	0.00%
4	D	Ping Che Road	2-way	1	43	DD	265	44.19%	32.56%	0.00%	9.30%	2.33%	2.33%	6.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.33%	0.00%
4	D	Ping Che Road	2-way	2	28	DD	265	39.29%	46.43%	0.00%	7.14%	3.57%	0.00%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	D	Ping Che Road	2-way	3	32	DD	265	34.38%	34.38%	0.00%	21.88%	6.25%	0.00%	3.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	D	Ping Che Road	2-way	4	27	DD	265	29.63%	33.33%	0.00%	22.22%	7.41%	3.70%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	D	Ping Che Road	2-way	5	40	DD	265	15.00%	15.00%	0.00%	10.00%	2.50%	2.50%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.50%	45.00%	2.50%	0.00%	0.00%
4	D	Ping Che Road	2-way	6	91	DD	265	15.38%	13.19%	0.00%	5.49%	2.20%	3.30%	5.49%	2.20%	0.00%	0.00%	0.00%	0.00%	0.00%	2.20%	48.35%	1.10%	1.10%	0.00%
4	D	Ping Che Road	2-way	7	153	DD	265	22.88%	5.88%	0.00%	7.84%	2.61%	1.96%	3.92%	5.23%	0.00%	1.31%	0.65%	0.65%	1.31%	1.96%	40.52%	1.96%	1.31%	0.00%
4	D	Ping Che Road	2-way	8	291	DD	265	45.70%	4.81%	0.00%	10.31%	3.78%	3.09%	6.19%	3.44%	0.00%	1.03%	0.69%	0.34%	0.69%	0.69%	15.12%	2.41%	1.72%	0.00%
4	D	Ping Che Road	2-way	9	430	DD	265	38.14%	7.67%	0.23%	16.28%	5.81%	4.88%	9.53%	2.56%	0.00%	0.70%	0.47%	0.23%	0.70%	0.47%	8.14%	1.63%	2.56%	0.00%
4	D	Ping Che Road	2-way	10	463	DD	265	27.00%	5.83%	0.22%	16.63%	6.05%	8.42%	16.63%	1.51%	0.00%	0.22%	0.22%	0.00%	0.22%	0.43%	11.45%	0.86%	4.32%	0.00%
4	D	Ping Che Road	2-way	11	386	DD	265	26.17%	5.96%	0.26%	18.39%	6.48%	8.55%	16.84%	1.30%	0.00%	0.26%	0.26%	0.00%	0.26%	0.52%	9.33%	1.04%	4.40%	0.00%
4	D	Ping Che Road	2-way	12	398	DD	265	32.66%	6.28%	0.25%	19.60%	7.04%	7.04%	13.82%	1.26%	0.00%	0.25%	0.25%	0.00%	0.25%	0.25%	6.78%	0.75%	3.52%	0.00%
4	D	Ping Che Road	2-way	13	380	DD	265	29.74%	4.74%	0.26%	17.11%	6.05%	6.58%	12.89%	1.32%	0.00%	0.79%	0.53%	0.26%	0.79%	0.79%	14.47%	0.26%	3.42%	0.00%
4	D	Ping Che Road	2-way	14	432	DD	265	35.19%	6.25%	0.23%	17.59%	6.25%	6.48%	12.73%	1.16%	0.00%	0.46%	0.23%	0.23%	0.46%	0.46%	8.56%	0.46%	3.24%	0.00%
4	D	Ping Che Road	2-way	15	394	DD	265	33.50%	6.85%	0.25%	19.80%	7.11%	6.60%	12.94%	0.76%	0.00%	0.25%	0.25%	0.25%	0.25%	0.25%	7.11%	0.51%	3.30%	0.00%
4	D	Ping Che Road	2-way	16	431	DD	265	34.80%	5.57%	0.23%	17.63%	6.26%	6.50%	12.76%	0.93%	0.00%	0.70%	0.46%	0.23%	0.70%	0.46%	8.82%	0.70%	3.25%	0.00%
4	D	Ping Che Road	2-way	17	424	DD	265	38.21%	5.66%	0.24%	15.33%	5.42%	6.13%	12.03%	1.65%	0.00%	0.71%	0.47%	0.24%	0.71%	0.47%	8.96%	0.71%	3.07%	0.00%
4	D	Ping Che Road	2-way	18	422	DD	265	43.60%	8.77%	0.24%	11.37%	4.03%	4.50%	9.00%	2.13%	0.00%	0.71%	0.47%	0.24%	0.71%	0.47%	9.24%	2.13%	2.37%	0.00%
4	D	Ping Che Road	2-way	19	359	DD	265	50.97%	9.47%	0.00%	6.96%	2.51%	2.23%	4.46%	2.23%	0.00%	0.28%	0.00%	0.00%	0.28%	0.84%	15.88%	2.79%	1.11%	0.00%
4	D	Ping Che Road	2-way	20	227	DD	265	51.54%	12.78%	0.00%	4.41%	1.76%	0.88%	1.76%	3.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.88%	21.15%	0.88%	0.44%	0.00%
4	D	Ping Che Road	2-way	21	189	DD	265	48.15%	8.47%	0.00%	5.29%	1.59%	1.59%	2.65%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	1.06%	24.87%	2.12%	0.53%	0.00%
4	D	Ping Che Road	2-way	22	134	DD	265	41.04%	11.19%	0.00%	8.96%	2.99%	0.00%	0.75%	3.73%	0.00%	0.00%	0.00%	0.00%	0.00%	1.49%	28.36%	1.49%	0.00%	0.00%
4	D	Ping Che Road	2-way	23	153	DD	265	39.87%	13.07%	0.00%	6.54%	2.61%	0.65%	1.31%	2.61%	0.00%	0.00%	0.00%	0.00%	0.00%	1.31%	30.72%	0.65%	0.65%	0.00%
4	D	Ping Che Road	2-way	24	134	DD	265	29.85%	20.15%	0.00%	2.24%	0.75%	0.00%	0.00%	1.49%	0.00%	0.00%	0.00%	0.00%	0.00%	2.24%	41.79%	1.49%	0.00%	0.00%
5	E	Ping Che Road	2-way	1	75	DD	390	41.33%	32.00%	0.00%	9.33%	4.00%	4.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.33%	0.00%
5	E	Ping Che Road	2-way	2	48	DD	390	39.58%	45.83%	0.00%	6.25%	2.08%	2.08%	4.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	E	Ping Che Road	2-way	3	59	DD	390	32.20%	32.20%	0.00%	22.03%	8.47%	1.69%	3.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	E	Ping Che Road	2-way	4	49	DD	390	26.53%	32.65%	0.00%	22.45%	8.16%	2.04%	6.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.04%	0.00%
5	E	Ping Che Road	2-way	5	60	DD	390	16.67%	18.33%	0.00%	13.33%	5.00%	3.33%	5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.67%	33.33%	1.67%	1.67%	0.00%
5	E	Ping Che Road	2-way	6	131	DD	390	19.08%	15.27%	0.00%	7.63%	3.05%	3.82%	7.63%	1.53%	0.00%	0.00%	0.00%	0.00%	0.00%	1.53%	37.40%	0.76%	2.29%	0.00%
5	E	Ping Che Road	2-way	7	224	DD	390	27.68%	7.14%	0.00%	10.27%	3.57%	2.68%	5.36%	3.57%	0.00%	1.34%	0.89%	0.45%	1.34%	1.34%	30.36%	2.68%	1.34%	0.00%
5	E	Ping Che Road	2-way	8	487	DD	390	48.46%	5.13%	0.21%	11.70%	4.31%	3.49%	6.98%	2.05%	0.21%	1.03%	0.62%	0.41%	0.82%	0.41%	9.86%	2.46%	1.85%	0.00%
5	E	Ping Che Road	2-way	9	753	DD	390	39.04%	7.84%	0.13%	17.53%	6.37%	5.31%	10.36%	1.46%	0.13%	0.66%	0.40%	0.27%	0.66%	0.27%	5.18%	1.73%	2.66%	0.00%
5	E	Ping Che Road	2-way	10	810	DD	390	27.28%	5.93%	0.25%	18.15%	6.54%	9.26%	18.02%	0.86%	0.00%	0.25%	0.12%	0.12%	0.12%	0.37%	7.16%	0.86%	4.69%	0.00%
5	E	Ping Che Road	2-way	11	683	DD	390	25.77%	6.00%	0.15%	19.77%	7.17%	9.37%	18.30%	0.73%	0.00%	0.29%	0.15%	0.15%	0.29%	0.29%	5.71%	1.02%	4.83%	0.00%
5	E	Ping Che Road	2-way	12	705	DD	390	31.63%	6.10%	0.28%	21.13%	7.66%	7.66%	14.89%	0.71%	0.00%	0.28%	0.14%	0.14%	0.14%	0.14%	4.26%	0.85%	3.97%	0.00%
5	E	Ping Che Road	2-way	13	647	DD	390	29.52%	4.79%	0.15%	19.47%	6.96%	7.42%	14.68%	0.77%	0.15%	0.77%	0.46%	0.31%	0.77%	0.46%	9.12%	0.31%	3.86%	0.00%
5	E	Ping Che Road	2-way	14	750	DD	390	33.87%	6.00%	0.27%	19.73%	7.07%	7.20%	14.13%	0.67%	0.00%	0.40%	0.27%	0.13%	0.40%	0.27%	5.33%	0.53%	3.73%	0.00%
5	E	Ping Che Road	2-way	15	691	DD	390	31.55%	6.37%	0.29%	22.00%	7.96%	7.38%	14.33%	0.43%	0.00%	0.29%	0.14%	0.14%	0.29%	0.14%	4.34%	0.58%	3.76%	0.00%
5	E	Ping Che Road	2-way	16	741	DD	390	32.93%	5.13%	0.27%	19.97%	7.15%	7.42%	14.44%	0.54%	0.13%	0.67%	0.40%	0.27%	0.54%	0.27%	5.40%	0.67%	3.78%	0.00%
5	E	Ping Che Road	2-way	17	721	DD	390	36.06%	5.27%	0.14%	17.61%	6.38%	7.07%	14.01%	0.97%	0.14%	0.69%	0.42%	0.28%	0.69%	0.28%	5.69%	0.69%	3.61%	0.00%
5	E	Ping Che Road	2-way	18	696	DD	390	41.95%	8.48%	0.14%	13.65%	4.89%	5.46%	10.78%	1.29%	0.14%	0.72%	0.43%	0.29%	0.72%	0.29%	5.89%	2.01%	2.87%	0.00%
5	E	Ping Che Road	2-way	19	562	DD	390	51.96%	9.79%	0.18%	8.72%	3.20%	2.85%	5.52%	1.42%	0.00%	0.18%	0.18%	0.00%	0.18%	0.53%	10.85%	3.02%	1.42%	0.00%
5	E	Ping Che Road	2-way	20	341	DD	390	55.43%	13.78%	0.00%	5.57%	2.05%	1.17%	2.35%	2.35%	0.00%	0.00%	0.00%	0.00%	0.00%	0.59%	14.96%	1.17%	0.59%	0.00%
5	E	Ping Che Road	2-way	21	284	DD	390	52.11%	9.15%	0.00%	6.69%	2.46%	1.76%	3.52%	2.46%	0.00%	0.00%	0.00%	0.00%	0.00%	0.70%	17.96%	2.11%	1.06%	0.00%
5	E	Ping Che Road	2-way	22	200	DD	390	45.00%	12.50%	0.00%	11.50%	4.00%	0.50%	1.00%	2.50%	0.00%	0.00%	0.00%	0.00%	0.00%	1.00%	20.00%	2.00%	0.00%	0.00%
5	E	Ping Che Road	2-way	23	226	DD	390	44.69%	15.04%	0.00%	8.41%	3.10%	0.88%	1.77%	1.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.88%	22.12%	0.88%	0.44%	0.00%
5	E	Ping Che Road	2-way	24	189	DD	390	35.45%	23.81%	0.00%	3.17%	1.06%	0.00%	0.00%	1.06%	0.00%	0.00%	0.00%	0.00%	0.00%	1.59%	31.75%	2.12%	0.00%	0.00%
6	F	Ping Che Road	2-way	1	87	DD	75	41.38%	32.18%	0.00%	9.20%	3.45%	3.45%	8.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.30%	0.00%
6	F	Ping Che Road	2-way	2	55	DD	75	40.00%	45.45%	0.00%	7.27%	1.82%	1.82%	3.64%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
6	F	Ping Che Road	2-way	3	68	DD	75	32.35%	32.35%	0.00%	22.06%	7.35%	1.47%	2.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.47%	0.00%
6	F	Ping Che Road	2-way	4	57	DD	75	26.32%	31.58%	0.00%	22.81%	8.77%	3.51%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	0.00%
6	F	Ping Che Road	2-way	5	64	DD	75	17.19%	18.75%	0.00%	14.06%	4.69%	3.13%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.56%	31.25%	1.56%	1.56%	0.00%
6	F	Ping Che Road	2-way	6	142	DD	75	20.42%	16.20%	0.00%	8.45%	2.82%	4.23%	7.75%	1.41%	0.00%	0.00%	0.00%	0.00%	0.00%	1.41%	34.51%	0.70%	2.11%	0.00%
6	F	Ping Che Road	2-way	7	247	DD	75	28.74%	7.29%	0.00%	10.93%	4.05%	2.83%	5.67%	3.24%	0.00%	1.21%	0.81%	0.81%	1.21%	1.21%	27.53%	2.83%	1.62%	0.00%
6	F	Ping Che Road	2-way	8	548	DD	75	48.72%	5.11%	0.18%	12.23%	4.38%	3.65%	7.30%	1.82%	0.18%	0.91%	0.55%	0.36%	0.91%	0.36%	8.76%	2.55%	2.01%	0.00%
6	F	Ping Che Road	2-way	9	860	DD	75	38.60%	7.67%	0.23%	18.14%	6.51%	5.47%	10.70%	1.28%	0.12%	0.70%	0.47%	0.23%	0.58%	0.23%	4.53%	1.74%	2.79%	0.00%
6	F	Ping Che Road	2-way	10	928	DD	75	27.16%	5.82%	0.22%	18.53%	6.68%	9.38%	18.53%	0.75%	0.00%	0.22%	0.11%	0.11%	0.22%	0.32%	6.25%	0.86%	4.85%	0.00%
6	F	Ping Che Road	2-way	11	785	DD	75	25.61%	5.99%	0.25%	20.13%	7.26%	9.55%	18.73%	0.64%	0.00%	0.25%	0.13%	0.13%	0.25%	0.25%	4.97%	1.02%	4.84%	0.00%
6	F	Ping Che Road	2-way	12	810	DD	75	31.60%	6.17%	0.25%	21.48%	7.65%	7.65%	15.19%	0.62%	0.00%	0.25%	0.12%	0.12%	0.25%	0.12%	3.70%	0.86%	3.95%	0.00%
6	F	Ping Che Road	2-way	13	743	DD	75	29.88%	4.85%	0.27%	19.65%	7.00%	7.54%	14.80%	0.67%	0.13%	0.81%	0.54%	0.40%	0.81%	0.40%	7.94%	0.40%	3.90%	0.00%
6	F	Ping Che Road	2-way	14	864	DD	75	34.26%	6.13%	0.23%	19.68%	7.06%	7.18%	14.24%	0.58%	0.12%	0.46%	0.35%	0.23%	0.46%	0.23%	4.63%	0.46%	3.70%	0.00%
6	F	Ping Che Road	2-way	15	793	DD	75	32.28%	6.56%	0.25%	21.94%	7.94%	7.31%	14.38%	0.38%	0.00%	0.25%	0.13%	0.13%	0.25%	0.13%	3.78%	0.50%	3.78%	0.00%
6	F	Ping Che Road	2-way	16	851	DD	75	33.96%	5.29%	0.24%	19.86%	7.17%	7.29%	14.45%	0.47%	0.12%	0.59%	0.35%	0.24%	0.59%	0.24%	4.70%	0.71%	3.76%	0.00%
6	F	Ping Che Road	2-way	17	831	DD	75	37.18%	5.54%	0.24%	17.33%	6.26%	6.98%	13.72%	0.84%	0.12%	0.72%	0.48%	0.36%	0.72%	0.24%	4.93%	0.72%	3.61%	0.00%
6	F	Ping Che Road	2-way	18	807	DD	75	43.37%	8.67%	0.12%	13.38%	4.83%	5.33%	10.53%	1.12%	0.12%	0.74%	0.50%	0.37%	0.74%	0.25%	5.08%	2.11%	2.73%	0.00%
6	F	Ping Che Road	2-way	19	650	DD	75	53.54%	10.15%	0.15%	8.62%	3.08%	2.77%	5.54%	1.23%	0.00%	0.15%	0.15%	0.15%	0.15%	0.46%	9.38%	3.08%	1.38%	0.00%
6	F	Ping Che Road	2-way	20	391	DD	75	57.54%	14.07%	0.00%	5.63%	2.05%	1.28%	2.30%	2.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.51%	13.04%	1.02%	0.51%	0.00%
6	F	Ping Che Road	2-way	21	323	DD	75	54.49%	9.60%	0.00%	6.50%	2.48%	1.86%	3.41%	2.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.62%	15.79%	2.17%	0.93%	0.00%
6	F	Ping Che Road	2-way	22	225	DD	75	47.11%	13.33%	0.00%	11.56%	4.00%	0.44%	0.89%	2.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.89%	17.78%	1.78%	0.00%	0.00%
6	F	Ping Che Road	2-way	23	253	DD	75	46.64%	15.42%	0.00%	8.70%	3.16%	0.79%	1.58%	1.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.79%	19.76%	1.19%	0.40%	0.00%
6	F	Ping Che Road	2-way	24	210	DD	75	37.14%	25.24%	0.00%	3.33%	1.43%	0.00%	0.00%	0.95%	0.00%	0.00%	0.00%	0.00%	0.00%	1.43%	28.57%	1.90%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
7	G	Ng Chow South Road	2-way	1	29	LD	180	41.38%	31.03%	0.00%	10.34%	3.45%	3.45%	6.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%
7	G	Ng Chow South Road	2-way	2	17	LD	180	41.18%	47.06%	0.00%	5.88%	0.00%	0.00%	5.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	3	22	LD	180	31.82%	31.82%	0.00%	22.73%	9.09%	0.00%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	4	17	LD	180	29.41%	35.29%	0.00%	23.53%	5.88%	0.00%	5.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	5	13	LD	180	23.08%	30.77%	0.00%	23.08%	7.69%	7.69%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	6	28	LD	180	32.14%	25.00%	0.00%	14.29%	3.57%	7.14%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%
7	G	Ng Chow South Road	2-way	7	50	LD	180	42.00%	10.00%	0.00%	18.00%	6.00%	4.00%	8.00%	0.00%	0.00%	2.00%	2.00%	0.00%	2.00%	0.00%	0.00%	4.00%	2.00%	0.00%
7	G	Ng Chow South Road	2-way	8	146	LD	180	52.05%	5.48%	0.00%	15.07%	5.48%	4.79%	8.90%	0.00%	0.00%	0.68%	0.68%	0.68%	0.68%	0.00%	0.00%	2.74%	2.74%	0.00%
7	G	Ng Chow South Road	2-way	9	248	LD	180	37.50%	7.26%	0.40%	21.37%	7.66%	6.45%	12.50%	0.00%	0.00%	0.81%	0.40%	0.40%	0.40%	0.00%	0.00%	1.61%	3.23%	0.00%
7	G	Ng Chow South Road	2-way	10	271	LD	180	26.94%	5.90%	0.37%	21.03%	7.75%	10.70%	21.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.74%	5.54%	0.00%
7	G	Ng Chow South Road	2-way	11	233	LD	180	25.75%	6.01%	0.43%	22.32%	7.73%	10.30%	20.60%	0.00%	0.00%	0.43%	0.00%	0.00%	0.43%	0.00%	0.00%	0.86%	5.15%	0.00%
7	G	Ng Chow South Road	2-way	12	243	LD	180	32.51%	6.17%	0.41%	22.63%	8.23%	8.23%	16.05%	0.00%	0.00%	0.41%	0.00%	0.00%	0.41%	0.00%	0.00%	0.82%	4.12%	0.00%
7	G	Ng Chow South Road	2-way	13	211	LD	180	33.18%	5.21%	0.00%	21.80%	7.58%	8.53%	16.11%	0.00%	0.00%	0.95%	0.47%	0.47%	0.95%	0.00%	0.00%	0.47%	4.27%	0.00%
7	G	Ng Chow South Road	2-way	14	257	LD	180	37.74%	6.61%	0.39%	20.23%	7.39%	7.39%	14.40%	0.00%	0.00%	0.39%	0.39%	0.39%	0.39%	0.00%	0.00%	0.39%	3.89%	0.00%
7	G	Ng Chow South Road	2-way	15	238	LD	180	36.13%	7.14%	0.42%	21.85%	7.98%	7.14%	14.29%	0.00%	0.00%	0.42%	0.00%	0.00%	0.42%	0.00%	0.00%	0.42%	3.78%	0.00%
7	G	Ng Chow South Road	2-way	16	251	LD	180	39.44%	6.37%	0.40%	19.12%	6.77%	7.17%	13.94%	0.00%	0.00%	0.80%	0.40%	0.40%	0.80%	0.00%	0.00%	0.80%	3.59%	0.00%
7	G	Ng Chow South Road	2-way	17	243	LD	180	44.86%	6.58%	0.00%	16.46%	5.76%	6.58%	13.17%	0.00%	0.00%	0.82%	0.41%	0.41%	0.82%	0.00%	0.00%	0.82%	3.29%	0.00%
7	G	Ng Chow South Road	2-way	18	243	LD	180	51.85%	10.29%	0.00%	11.93%	4.12%	4.94%	9.47%	0.00%	0.00%	0.82%	0.41%	0.41%	0.82%	0.00%	0.00%	2.47%	2.47%	0.00%
7	G	Ng Chow South Road	2-way	19	192	LD	180	64.58%	11.98%	0.00%	7.81%	2.60%	2.60%	5.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.65%	1.56%	0.00%
7	G	Ng Chow South Road	2-way	20	112	LD	180	70.54%	16.96%	0.00%	5.36%	1.79%	0.89%	2.68%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.89%	0.89%	0.00%
7	G	Ng Chow South Road	2-way	21	88	LD	180	69.32%	12.50%	0.00%	6.82%	2.27%	2.27%	3.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.27%	1.14%	0.00%
7	G	Ng Chow South Road	2-way	22	59	LD	180	61.02%	16.95%	0.00%	13.56%	5.08%	0.00%	1.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.69%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	23	65	LD	180	61.54%	20.00%	0.00%	10.77%	3.08%	1.54%	1.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.54%	0.00%	0.00%
7	G	Ng Chow South Road	2-way	24	48	LD	180	54.17%	37.50%	0.00%	4.17%	2.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.08%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	1	13	LD	165	46.15%	38.46%	0.00%	7.69%	0.00%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	2	9	LD	165	44.44%	44.44%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	3	11	LD	165	36.36%	36.36%	0.00%	18.18%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	4	9	LD	165	33.33%	33.33%	0.00%	22.22%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	5	7	LD	165	28.57%	28.57%	0.00%	14.29%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	6	15	LD	165	33.33%	26.67%	0.00%	13.33%	6.67%	6.67%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	7	27	LD	165	40.74%	11.11%	0.00%	14.81%	7.41%	3.70%	7.41%	0.00%	0.00%	3.70%	0.00%	0.00%	3.70%	0.00%	0.00%	3.70%	3.70%	0.00%
8	H	Ng Chow South Road	2-way	8	77	LD	165	53.25%	5.19%	0.00%	14.29%	5.19%	3.90%	9.09%	0.00%	0.00%	1.30%	1.30%	0.00%	1.30%	0.00%	0.00%	2.60%	2.60%	0.00%
8	H	Ng Chow South Road	2-way	9	127	LD	165	39.37%	7.87%	0.00%	20.47%	7.09%	6.30%	11.81%	0.00%	0.00%	0.79%	0.79%	0.00%	0.79%	0.00%	0.00%	1.57%	3.15%	0.00%
8	H	Ng Chow South Road	2-way	10	135	LD	165	28.89%	5.93%	0.00%	20.74%	7.41%	10.37%	20.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.74%	5.19%	0.00%
8	H	Ng Chow South Road	2-way	11	115	LD	165	27.83%	6.09%	0.00%	21.74%	7.83%	10.43%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.87%	5.22%	0.00%
8	H	Ng Chow South Road	2-way	12	119	LD	165	35.29%	6.72%	0.00%	21.85%	7.56%	7.56%	15.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.84%	4.20%	0.00%
8	H	Ng Chow South Road	2-way	13	104	LD	165	36.54%	5.77%	0.00%	20.19%	7.69%	7.69%	15.38%	0.00%	0.00%	0.96%	0.96%	0.00%	0.96%	0.00%	0.00%	0.00%	3.85%	0.00%
8	H	Ng Chow South Road	2-way	14	128	LD	165	40.63%	7.03%	0.00%	18.75%	7.03%	7.03%	13.28%	0.00%	0.00%	0.78%	0.00%	0.00%	0.78%	0.00%	0.00%	0.78%	3.91%	0.00%
8	H	Ng Chow South Road	2-way	15	115	LD	165	40.00%	7.83%	0.00%	20.87%	6.96%	6.96%	13.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.87%	3.48%	0.00%
8	H	Ng Chow South Road	2-way	16	123	LD	165	43.09%	6.50%	0.00%	17.89%	6.50%	6.50%	13.01%	0.00%	0.00%	0.81%	0.81%	0.00%	0.81%	0.00%	0.00%	0.81%	3.25%	0.00%
8	H	Ng Chow South Road	2-way	17	121	LD	165	47.93%	7.44%	0.00%	14.88%	4.96%	5.79%	11.57%	0.00%	0.00%	0.83%	0.83%	0.83%	0.83%	0.00%	0.00%	0.83%	3.31%	0.00%
8	H	Ng Chow South Road	2-way	18	122	LD	165	54.92%	11.48%	0.00%	9.84%	3.28%	4.10%	8.20%	0.00%	0.00%	0.82%	0.82%	0.82%	0.82%	0.00%	0.00%	2.46%	2.46%	0.00%
8	H	Ng Chow South Road	2-way	19	98	LD	165	67.35%	12.24%	0.00%	7.14%	2.04%	2.04%	4.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.08%	1.02%	0.00%
8	H	Ng Chow South Road	2-way	20	59	LD	165	71.19%	16.95%	0.00%	5.08%	1.69%	1.69%	1.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.69%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	21	45	LD	165	71.11%	13.33%	0.00%	6.67%	2.22%	2.22%	2.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.22%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	22	29	LD	165	65.52%	17.24%	0.00%	10.34%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	23	34	LD	165	61.76%	20.59%	0.00%	8.82%	2.94%	0.00%	2.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.94%	0.00%	0.00%
8	H	Ng Chow South Road	2-way	24	25	LD	165	56.00%	36.00%	0.00%	4.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	1	13	LD	540	46.15%	30.77%	0.00%	7.69%	0.00%	7.69%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	2	8	LD	540	37.50%	50.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	3	10	LD	540	30.00%	30.00%	0.00%	30.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	4	9	LD	540	22.22%	33.33%	0.00%	22.22%	11.11%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	5	8	LD	540	25.00%	25.00%	0.00%	25.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	6	14	LD	540	28.57%	21.43%	0.00%	14.29%	7.14%	7.14%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	0.00%
9	I	Ng Chow Road	2-way	7	23	LD	540	39.13%	8.70%	0.00%	21.74%	8.70%	4.35%	8.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	4.35%	0.00%
9	I	Ng Chow Road	2-way	8	72	LD	540	48.61%	5.56%	0.00%	16.67%	5.56%	5.56%	9.72%	0.00%	0.00%	1.39%	0.00%	0.00%	1.39%	0.00%	0.00%	2.78%	2.78%	0.00%
9	I	Ng Chow Road	2-way	9	120	LD	540	35.00%	6.67%	0.00%	23.33%	8.33%	6.67%	13.33%	0.00%	0.00%	0.83%	0.00%	0.00%	0.83%	0.00%	0.00%	1.67%	3.33%	0.00%
9	I	Ng Chow Road	2-way	10	135	LD	540	24.44%	5.19%	0.00%	22.22%	8.15%	11.11%	22.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.74%	5.93%	0.00%
9	I	Ng Chow Road	2-way	11	117	LD	540	23.93%	5.13%	0.00%	23.08%	8.55%	11.11%	21.37%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.85%	5.98%	0.00%
9	I	Ng Chow Road	2-way	12	122	LD	540	30.33%	5.74%	0.00%	23.77%	9.02%	9.02%	17.21%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.82%	4.10%	0.00%
9	I	Ng Chow Road	2-way	13	106	LD	540	31.13%	4.72%	0.00%	22.64%	8.49%	8.49%	16.98%	0.00%	0.00%	0.94%	0.94%	0.00%	0.94%	0.00%	0.00%	0.00%	4.72%	0.00%
9	I	Ng Chow Road	2-way	14	130	LD	540	35.38%	6.15%	0.00%	21.54%	7.69%	7.69%	15.38%	0.00%	0.00%	0.77%	0.00%	0.00%	0.77%	0.00%	0.00%	0.77%	3.85%	0.00%
9	I	Ng Chow Road	2-way	15	120	LD	540	34.17%	6.67%	0.00%	23.33%	8.33%	7.50%	15.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%	4.17%	0.00%
9	I	Ng Chow Road	2-way	16	128	LD	540	37.50%	5.47%	0.00%	20.31%	7.03%	7.81%	14.84%	0.00%	0.00%	0.78%	0.78%	0.00%	0.78%	0.00%	0.00%	0.78%	3.91%	0.00%
9	I	Ng Chow Road	2-way	17	125	LD	540	42.40%	6.40%	0.00%	17.60%	6.40%	7.20%	13.60%	0.00%	0.00%	0.80%	0.80%	0.00%	0.80%	0.00%	0.00%	0.80%	3.20%	0.00%
9	I	Ng Chow Road	2-way	18	122	LD	540	50.00%	9.84%	0.00%	13.11%	4.92%	4.92%	9.84%	0.00%	0.00%	0.82%	0.82%	0.00%	0.82%	0.00%	0.00%	2.46%	2.46%	0.00%
9	I	Ng Chow Road	2-way	19	94	LD	540	63.83%	11.70%	0.00%	8.51%	3.19%	3.19%	5.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.19%	1.06%	0.00%
9	I	Ng Chow Road	2-way	20	54	LD	540	70.37%	16.67%	0.00%	5.56%	1.85%	1.85%	1.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.85%	0.00%	0.00%
9	I	Ng Chow Road	2-way	21	42	LD	540	69.05%	11.90%	0.00%	7.14%	2.38%	2.38%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.38%	0.00%	0.00%
9	I	Ng Chow Road	2-way	22	28	LD	540	60.71%	17.86%	0.00%	14.29%	3.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	0.00%
9	I	Ng Chow Road	2-way	23	30	LD	540	63.33%	20.00%	0.00%	10.00%	3.33%	0.00%	3.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
9	I	Ng Chow Road	2-way	24	22	LD	540	54.55%	36.36%	0.00%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	0.00%
10	J	Ng Chow Road	2-way	1	7	LD	85	57.14%	42.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	2	5	LD	85	40.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	3	5	LD	85	40.00%	40.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	4	4	LD	85	25.00%	50.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	5	3	LD	85	33.33%	33.33%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	6	7	LD	85	42.86%	28.57%	0.00%	14.29%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	7	13	LD	85	46.15%	15.38%	0.00%	15.38%	7.69%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.69%	0.00%	0.00%
10	J	Ng Chow Road	2-way	8	40	LD	85	60.00%	7.50%	0.00%	12.50%	5.00%	2.50%	7.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.50%	2.50%	0.00%
10	J	Ng Chow Road	2-way	9	62	LD	85	45.16%	9.68%	0.00%	17.74%	6.45%	4.84%	11.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.61%	3.23%	0.00%
10	J	Ng Chow Road	2-way	10	66	LD	85	34.85%	7.58%	0.00%	18.18%	6.06%	9.09%	18.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.52%	4.55%	0.00%
10	J	Ng Chow Road	2-way	11	57	LD	85	33.33%	7.02%	0.00%	19.30%	7.02%	8.77%	17.54%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.75%	5.26%	0.00%
10	J	Ng Chow Road	2-way	12	60	LD	85	41.67%	8.33%	0.00%	18.33%	6.67%	6.67%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.67%	3.33%	0.00%
10	J	Ng Chow Road	2-way	13	53	LD	85	43.40%	7.55%	0.00%	16.98%	5.66%	5.66%	13.21%	0.00%	0.00%	1.89%	0.00%	0.00%	1.89%	0.00%	0.00%	0.00%	3.77%	0.00%
10	J	Ng Chow Road	2-way	14	65	LD	85	49.23%	9.23%	0.00%	15.38%	6.15%	6.15%	10.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.08%	0.00%
10	J	Ng Chow Road	2-way	15	57	LD	85	49.12%	10.53%	0.00%	15.79%	5.26%	5.26%	10.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.51%	0.00%
10	J	Ng Chow Road	2-way	16	63	LD	85	52.38%	7.94%	0.00%	12.70%	4.76%	4.76%	9.52%	0.00%	0.00%	1.59%	0.00%	0.00%	1.59%	0.00%	0.00%	1.59%	3.17%	0.00%
10	J	Ng Chow Road	2-way	17	63	LD	85	58.73%	7.94%	0.00%	11.11%	3.17%	4.76%	7.94%	0.00%	0.00%	1.59%	0.00%	0.00%	1.59%	0.00%	0.00%	1.59%	1.59%	0.00%
10	J	Ng Chow Road	2-way	18	69	LD	85	62.32%	13.04%	0.00%	5.80%	2.90%	2.90%	5.80%	0.00%	0.00%	1.45%	0.00%	0.00%	1.45%	0.00%	0.00%	2.90%	1.45%	0.00%
10	J	Ng Chow Road	2-way	19	58	LD	85	72.41%	13.79%	0.00%	3.45%	1.72%	1.72%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.45%	0.00%	0.00%
10	J	Ng Chow Road	2-way	20	35	LD	85	74.29%	20.00%	0.00%	2.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.86%	0.00%	0.00%
10	J	Ng Chow Road	2-way	21	27	LD	85	74.07%	14.81%	0.00%	3.70%	0.00%	0.00%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.70%	0.00%	0.00%
10	J	Ng Chow Road	2-way	22	16	LD	85	75.00%	18.75%	0.00%	6.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	23	18	LD	85	72.22%	22.22%	0.00%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
10	J	Ng Chow Road	2-way	24	14	LD	85	57.14%	42.86%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	1	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	2	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	3	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	4	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	5	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	6	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	7	0	LD	370	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	8	2	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	9	3	LD	370	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	10	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	11	3	LD	370	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	12	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	13	3	LD	370	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	14	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	15	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	16	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	17	4	LD	370	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	18	3	LD	370	66.67%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	19	2	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	20	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	21	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	22	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	23	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
11	K	Unnamed Road	2-way	24	1	LD	370	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	1	14	LD	190	35.71%	28.57%	0.00%	14.29%	7.14%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	2	8	LD	190	37.50%	50.00%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	3	10	LD	190	30.00%	30.00%	0.00%	30.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	4	10	LD	190	20.00%	30.00%	0.00%	30.00%	10.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	5	8	LD	190	25.00%	25.00%	0.00%	25.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	6	15	LD	190	26.67%	20.00%	0.00%	20.00%	6.67%	6.67%	13.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.67%	0.00%
12	L	Unnamed Road	2-way	7	27	LD	190	37.04%	11.11%	0.00%	22.22%	7.41%	3.70%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.70%	3.70%	0.00%
12	L	Unnamed Road	2-way	8	80	LD	190	47.50%	5.00%	0.00%	17.50%	6.25%	5.00%	11.25%	0.00%	0.00%	1.25%	0.00%	0.00%	1.25%	0.00%	0.00%	2.50%	2.50%	0.00%
12	L	Unnamed Road	2-way	9	144	LD	190	33.33%	6.94%	0.00%	23.61%	8.33%	6.94%	13.89%	0.00%	0.00%	0.69%	0.69%	0.00%	0.69%	0.00%	0.00%	1.39%	3.47%	0.00%
12	L	Unnamed Road	2-way	10	161	LD	190	22.36%	4.97%	0.00%	22.98%	8.07%	11.80%	22.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.62%	6.21%	0.00%
12	L	Unnamed Road	2-way	11	139	LD	190	20.86%	5.04%	0.00%	24.46%	8.63%	11.51%	23.02%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.72%	5.76%	0.00%
12	L	Unnamed Road	2-way	12	140	LD	190	25.71%	5.00%	0.00%	26.43%	9.29%	9.29%	18.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.71%	5.00%	0.00%
12	L	Unnamed Road	2-way	13	123	LD	190	25.20%	4.07%	0.00%	25.20%	8.94%	9.76%	19.51%	0.00%	0.00%	0.81%	0.81%	0.00%	0.81%	0.00%	0.00%	0.00%	4.88%	0.00%
12	L	Unnamed Road	2-way	14	147	LD	190	28.57%	4.76%	0.00%	24.49%	8.84%	8.84%	17.69%	0.00%	0.00%	0.68%	0.00%	0.00%	0.68%	0.00%	0.00%	0.68%	4.76%	0.00%
12	L	Unnamed Road	2-way	15	136	LD	190	26.47%	5.15%	0.00%	27.21%	9.56%	8.82%	17.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.74%	4.41%	0.00%
12	L	Unnamed Road	2-way	16	144	LD	190	27.78%	4.17%	0.00%	25.00%	9.03%	9.03%	18.06%	0.00%	0.00%	0.69%	0.00%	0.00%	0.69%	0.00%	0.00%	0.69%	4.86%	0.00%
12	L	Unnamed Road	2-way	17	136	LD	190	31.62%	4.41%	0.00%	22.06%	8.09%	8.82%	17.65%	0.00%	0.00%	0.74%	0.74%	0.00%	0.74%	0.00%	0.00%	0.74%	4.41%	0.00%
12	L	Unnamed Road	2-way	18	126	LD	190	38.10%	7.94%	0.00%	18.25%	6.35%	7.14%	14.29%	0.00%	0.00%	0.79%	0.79%	0.00%	0.79%	0.00%	0.00%	1.59%	3.97%	0.00%
12	L	Unnamed Road	2-way	19	89	LD	190	53.93%	10.11%	0.00%	13.48%	4.49%	4.49%	7.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.37%	2.25%	0.00%
12	L	Unnamed Road	2-way	20	51	LD	190	60.78%	15.69%	0.00%	9.80%	3.92%	1.96%	3.92%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.96%	1.96%	0.00%
12	L	Unnamed Road	2-way	21	39	LD	190	61.54%	10.26%	0.00%	10.26%	5.13%	2.56%	5.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.56%	2.56%	0.00%
12	L	Unnamed Road	2-way	22	28	LD	190	53.57%	14.29%	0.00%	21.43%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	0.00%
12	L	Unnamed Road	2-way	23	29	LD	190	55.17%	17.24%	0.00%	17.24%	6.90%	0.00%	3.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
12	L	Unnamed Road	2-way	24	22	LD	190	50.00%	31.82%	0.00%	9.09%	4.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
13	M	Unnamed Road	2-way	1	14	LD	105	35.71%	28.57%	0.00%	14.29%	7.14%	7.14%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	2	7	LD	105	42.86%	42.86%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	3	10	LD	105	30.00%	30.00%	0.00%	30.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	4	8	LD	105	25.00%	25.00%	0.00%	25.00%	12.50%	0.00%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	5	7	LD	105	14.29%	28.57%	0.00%	28.57%	14.29%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	6	14	LD	105	28.57%	21.43%	0.00%	14.29%	7.14%	7.14%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.14%	0.00%
13	M	Unnamed Road	2-way	7	23	LD	105	39.13%	8.70%	0.00%	21.74%	8.70%	4.35%	8.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	4.35%	0.00%
13	M	Unnamed Road	2-way	8	71	LD	105	47.89%	5.63%	0.00%	16.90%	5.63%	5.63%	9.86%	0.00%	0.00%	1.41%	0.00%	0.00%	1.41%	0.00%	0.00%	2.82%	2.82%	0.00%
13	M	Unnamed Road	2-way	9	121	LD	105	35.54%	6.61%	0.00%	23.14%	8.26%	6.61%	13.22%	0.00%	0.00%	0.83%	0.00%	0.00%	0.83%	0.00%	0.00%	1.65%	3.31%	0.00%
13	M	Unnamed Road	2-way	10	137	LD	105	23.36%	5.11%	0.00%	22.63%	8.03%	11.68%	22.63%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.73%	5.84%	0.00%
13	M	Unnamed Road	2-way	11	117	LD	105	22.22%	5.13%	0.00%	23.93%	8.55%	11.11%	22.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.85%	5.98%	0.00%
13	M	Unnamed Road	2-way	12	121	LD	105	27.27%	4.96%	0.00%	25.62%	9.09%	9.09%	18.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%	4.96%	0.00%
13	M	Unnamed Road	2-way	13	107	LD	105	27.10%	4.67%	0.00%	24.30%	9.35%	9.35%	18.69%	0.00%	0.00%	0.93%	0.00%	0.00%	0.93%	0.00%	0.00%	0.00%	4.67%	0.00%
13	M	Unnamed Road	2-way	14	128	LD	105	29.69%	5.47%	0.00%	24.22%	8.59%	8.59%	17.19%	0.00%	0.00%	0.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.78%	4.69%	0.00%
13	M	Unnamed Road	2-way	15	121	LD	105	27.27%	5.79%	0.00%	26.45%	9.09%	9.09%	17.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%	4.13%	0.00%
13	M	Unnamed Road	2-way	16	129	LD	105	29.46%	4.65%	0.00%	24.03%	8.53%	8.53%	17.83%	0.00%	0.00%	0.78%	0.00%	0.00%	0.78%	0.00%	0.00%	0.78%	4.65%	0.00%
13	M	Unnamed Road	2-way	17	125	LD	105	32.00%	4.80%	0.00%	21.60%	8.00%	8.80%	16.80%	0.00%	0.00%	0.80%	0.80%	0.00%	0.80%	0.00%	0.00%	0.80%	4.80%	0.00%
13	M	Unnamed Road	2-way	18	115	LD	105	40.00%	7.83%	0.00%	17.39%	6.09%	6.96%	13.91%	0.00%	0.00%	0.87%	0.87%	0.00%	0.87%	0.00%	0.00%	1.74%	3.48%	0.00%
13	M	Unnamed Road	2-way	19	84	LD	105	54.76%	10.71%	0.00%	11.90%	4.76%	3.57%	8.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	2.38%	0.00%
13	M	Unnamed Road	2-way	20	45	LD	105	64.44%	15.56%	0.00%	8.89%	2.22%	2.22%	4.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.22%	0.00%	0.00%
13	M	Unnamed Road	2-way	21	37	LD	105	62.16%	10.81%	0.00%	10.81%	2.70%	2.70%	5.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.70%	2.70%	0.00%
13	M	Unnamed Road	2-way	22	26	LD	105	53.85%	15.38%	0.00%	19.23%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.85%	0.00%	0.00%
13	M	Unnamed Road	2-way	23	26	LD	105	57.69%	19.23%	0.00%	15.38%	3.85%	0.00%	3.85%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13	M	Unnamed Road	2-way	24	19	LD	105	52.63%	36.84%	0.00%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.26%	0.00%	0.00%
14	N	Unnamed Road	2-way	1	9	LD	420	44.44%	33.33%	0.00%	11.11%	0.00%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	2	4	LD	420	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	3	7	LD	420	28.57%	28.57%	0.00%	28.57%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	4	7	LD	420	28.57%	28.57%	0.00%	28.57%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	5	4	LD	420	25.00%	25.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	6	10	LD	420	30.00%	20.00%	0.00%	20.00%	10.00%	10.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	7	17	LD	420	41.18%	11.76%	0.00%	17.65%	5.88%	5.88%	11.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.88%	0.00%	0.00%
14	N	Unnamed Road	2-way	8	53	LD	420	50.94%	5.66%	0.00%	15.09%	5.66%	5.66%	9.43%	0.00%	0.00%	1.89%	0.00%	0.00%	1.89%	0.00%	0.00%	1.89%	1.89%	0.00%
14	N	Unnamed Road	2-way	9	91	LD	420	37.36%	7.69%	0.00%	20.88%	7.69%	6.59%	12.09%	0.00%	0.00%	1.10%	0.00%	0.00%	1.10%	0.00%	0.00%	2.20%	3.30%	0.00%
14	N	Unnamed Road	2-way	10	98	LD	420	25.51%	5.10%	0.00%	21.43%	8.16%	11.22%	21.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.02%	6.12%	0.00%
14	N	Unnamed Road	2-way	11	87	LD	420	22.99%	5.75%	0.00%	22.99%	8.05%	11.49%	21.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.15%	5.75%	0.00%
14	N	Unnamed Road	2-way	12	91	LD	420	28.57%	5.49%	0.00%	25.27%	8.79%	8.79%	17.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.10%	4.40%	0.00%
14	N	Unnamed Road	2-way	13	82	LD	420	26.83%	4.88%	0.00%	24.39%	8.54%	9.76%	18.29%	0.00%	0.00%	1.22%	0.00%	0.00%	1.22%	0.00%	0.00%	0.00%	4.88%	0.00%
14	N	Unnamed Road	2-way	14	96	LD	420	30.21%	5.21%	0.00%	25.00%	8.33%	9.38%	17.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.17%	0.00%
14	N	Unnamed Road	2-way	15	92	LD	420	27.17%	5.43%	0.00%	27.17%	9.78%	8.70%	17.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.35%	0.00%
14	N	Unnamed Road	2-way	16	101	LD	420	27.72%	3.96%	0.00%	24.75%	8.91%	8.91%	17.82%	0.00%	0.00%	0.99%	0.00%	0.00%	0.99%	0.00%	0.00%	0.99%	4.95%	0.00%
14	N	Unnamed Road	2-way	17	98	LD	420	30.61%	4.08%	0.00%	22.45%	8.16%	9.18%	17.35%	0.00%	0.00%	1.02%	0.00%	0.00%	1.02%	0.00%	0.00%	1.02%	5.10%	0.00%
14	N	Unnamed Road	2-way	18	91	LD	420	37.36%	7.69%	0.00%	18.68%	6.59%	7.69%	14.29%	0.00%	0.00%	1.10%	0.00%	0.00%	1.10%	0.00%	0.00%	2.20%	3.30%	0.00%
14	N	Unnamed Road	2-way	19	63	LD	420	53.97%	9.52%	0.00%	14.29%	4.76%	4.76%	7.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.17%	1.59%	0.00%
14	N	Unnamed Road	2-way	20	33	LD	420	66.67%	15.15%	0.00%	9.09%	3.03%	3.03%	3.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	21	28	LD	420	60.71%	10.71%	0.00%	10.71%	3.57%	3.57%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.57%	0.00%	0.00%
14	N	Unnamed Road	2-way	22	18	LD	420	55.56%	16.67%	0.00%	22.22%	5.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	23	21	LD	420	57.14%	19.05%	0.00%	14.29%	4.76%	0.00%	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
14	N	Unnamed Road	2-way	24	14	LD	420	57.14%	35.71%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	1	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	2	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	3	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	4	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	5	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	6	0	LD	150	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	7	1	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	8	2	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	9	5	LD	150	60.00%	20.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	10	4	LD	150	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	11	4	LD	150	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	12	4	LD	150	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	13	4	LD	150	50.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	14	6	LD	150	50.00%	16.67%	0.00%	16.67%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	15	6	LD	150	50.00%	16.67%	0.00%	16.67%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	16	6	LD	150	50.00%	0.00%	0.00%	16.67%	0.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	17	6	LD	150	50.00%	0.00%	0.00%	16.67%	0.00%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	18	7	LD	150	57.14%	14.29%	0.00%	14.29%	0.00%	0.00%	14.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	19	6	LD	150	66.67%	16.67%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	20	3	LD	150	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	21	2	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	22	1	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	23	1	LD	150	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15	O	Unnamed Road	2-way	24	2	LD	150	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	1	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	2	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	3	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	4	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	5	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	6	2	LD	315	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	7	5	LD	315	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	8	18	LD	315	83.33%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	0.00%	0.00%
16	P	Unnamed Road	2-way	9	24	LD	315	79.17%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.17%	0.00%	0.00%
16	P	Unnamed Road	2-way	10	19	LD	315	73.68%	15.79%	0.00%	5.26%	0.00%	0.00%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	11	13	LD	315	76.92%	15.38%	0.00%	7.69%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	12	14	LD	315	78.57%	14.29%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	13	10	LD	315	90.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	14	14	LD	315	78.57%	14.29%	0.00%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	15	11	LD	315	72.73%	18.18%	0.00%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	16	10	LD	315	80.00%	10.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	17	9	LD	315	77.78%	11.11%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	18	8	LD	315	87.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	19	8	LD	315	87.50%	12.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	20	6	LD	315	83.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	21	6	LD	315	83.33%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	22	4	LD	315	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	23	5	LD	315	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16	P	Unnamed Road	2-way	24	5	LD	315	60.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	1	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	2	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	3	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	4	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	5	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	6	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	7	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
18	EP8_1	EP8_1	1-way	8	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	9	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	10	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	11	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	12	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	13	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	14	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	15	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	16	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	17	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	18	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	19	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	20	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	21	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	22	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	23	20	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
18	EP8_1	EP8_1	1-way	24	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	1	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	2	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	3	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	4	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	5	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	6	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	7	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
19	EP8_2	EP8_2	1-way	8	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	9	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	10	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	11	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	12	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	13	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	14	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	15	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	16	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	17	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	18	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	19	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	20	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	21	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	22	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	23	20	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
19	EP8_2	EP8_2	1-way	24	0	N/A	41.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
20	EP8_3	EP8_3	1-way	1	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	2	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	3	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	4	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	5	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	6	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	7	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
20	EP8_3	EP8_3	1-way	8	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	9	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	10	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	11	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	12	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	13	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	14	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	15	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	16	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	17	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	18	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	19	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	20	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	21	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	22	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	23	20	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
20	EP8_3	EP8_3	1-way	24	0	N/A	29.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	1	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	2	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	3	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	4	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	5	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	6	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	7	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
21	EP8_4	EP8_4	1-way	8	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	9	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	10	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	11	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	12	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	13	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	14	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	15	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	16	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	17	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	18	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	19	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	20	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	21	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	22	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	23	20	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
21	EP8_4	EP8_4	1-way	24	0	N/A	32.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	1	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	2	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	3	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	4	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	5	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	6	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	7	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
22	EP8_5	EP8_5	1-way	8	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	9	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	10	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	11	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	12	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	13	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	14	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	15	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	16	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	17	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	18	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	19	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	20	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	21	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	22	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	23	20	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
22	EP8_5	EP8_5	1-way	24	0	N/A	16.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	1	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	2	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	3	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	4	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	5	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	6	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	7	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
23	EP9_1	EP9_1	1-way	8	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	9	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	10	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	11	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	12	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	13	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	14	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	15	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	16	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	17	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	18	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	19	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	20	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	21	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	22	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	23	6	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
23	EP9_1	EP9_1	1-way	24	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	1	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	2	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	3	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	4	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	5	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	6	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	7	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24	EP9_2	EP9_2	1-way	8	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	9	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	10	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	11	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	12	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	13	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	14	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	15	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	16	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	17	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	18	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	19	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	20	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	21	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	22	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	23	6	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
24	EP9_2	EP9_2	1-way	24	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	1	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	2	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	3	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	4	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	5	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	6	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	7	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
25	EP9_3	EP9_3	1-way	8	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	9	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	10	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	11	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	12	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	13	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	14	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	15	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	16	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	17	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	18	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	19	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	20	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	21	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	22	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	23	6	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
25	EP9_3	EP9_3	1-way	24	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
26	EP9_4	EP9_4	1-way	1	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	2	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	3	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	4	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	5	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	6	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	7	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
26	EP9_4	EP9_4	1-way	8	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	9	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	10	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	11	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	12	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	13	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	14	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	15	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	16	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	17	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	18	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	19	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	20	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	21	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	22	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	23	6	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
26	EP9_4	EP9_4	1-way	24	0	N/A	14.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	1	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	2	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	3	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	4	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	5	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	6	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	7	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
27	EP9_5	EP9_5	1-way	8	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	9	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	10	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	11	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	12	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	13	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	14	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	15	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	16	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	17	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	18	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	19	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	20	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	21	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	22	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	23	6	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
27	EP9_5	EP9_5	1-way	24	0	N/A	25.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	1	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	2	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	3	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	4	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	5	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	6	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	7	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
28	EP9_6	EP9_6	1-way	8	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	9	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	10	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	11	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	12	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	13	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	14	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	15	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	16	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	17	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	18	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	19	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	20	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	21	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	22	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	23	6	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
28	EP9_6	EP9_6	1-way	24	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	1	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	2	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	3	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	4	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	5	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	6	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	7	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
29	EP10_1	EP10_1	1-way	8	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	9	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	10	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	11	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	12	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	13	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	14	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	15	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	16	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	17	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	18	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	19	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	20	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	21	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	22	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	23	30	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
29	EP10_1	EP10_1	1-way	24	0	N/A	35.3	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	1	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	2	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	3	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	4	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	5	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	6	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	7	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
30	EP10_2	EP10_2	1-way	8	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	9	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	10	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	11	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	12	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	13	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	14	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	15	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	16	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	17	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	18	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	19	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	20	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	21	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	22	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	23	30	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
30	EP10_2	EP10_2	1-way	24	0	N/A	17.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	1	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	2	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	3	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	4	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	5	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	6	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	7	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
31	EP10_3	EP10_3	1-way	8	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	9	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	10	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	11	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	12	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	13	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	14	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	15	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	16	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	17	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	18	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	19	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	20	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	21	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	22	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	23	30	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
31	EP10_3	EP10_3	1-way	24	0	N/A	31.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Road ID	Road Link No.	Road Name	Direction	Time	Total (veh/hr)	Road Type	Road Length (m)	01 - Private Cars (PC)	02 - Taxi	03 - Light Goods Vehicles<=2.5t	04 - Lt Goods Vehicles 2.5-3.5t	05 - Light Goods Vehicles>3.5t	06 - Medium & Heavy Goods Vehicles<=15t	07 - Medium & Heavy Goods Vehicles (15t-24t)	08 - Public Light Buses	09 - Private Light Bus <=3.5t	10 - Private Light Bus >3.5t	11 - Non-franchised Bus<=6.4t	12 - Non-franchised Bus 6.4-15t	13 - Non-franchised Bus (15t-24t)	14 - Franchised Bus (SD)	15 - Franchised Bus (DD)	16 - Motorcycles (MC)	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
								PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
32	EP10_4	EP10_4	1-way	1	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	2	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	3	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	4	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	5	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	6	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	7	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
32	EP10_4	EP10_4	1-way	8	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	9	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	10	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	11	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	12	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	13	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	14	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	15	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	16	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	17	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	18	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	19	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	20	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	21	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	22	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	23	30	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
32	EP10_4	EP10_4	1-way	24	0	N/A	20.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	1	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	2	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	3	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	4	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	5	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	6	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	7	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
33	EP10_5	EP10_5	1-way	8	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	9	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	10	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	11	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	12	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	13	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	14	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	15	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	16	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	17	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	18	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	19	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	20	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	21	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	22	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	23	30	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
33	EP10_5	EP10_5	1-way	24	0	N/A	21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	1	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	2	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	3	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	4	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	5	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	6	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	7	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
34	EP10_6	EP10_6	1-way	8	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	9	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	10	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	11	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	12	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	13	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	14	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	15	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	16	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	17	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	18	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	19	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	20	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	21	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	22	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	23	30	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
34	EP10_6	EP10_6	1-way	24	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	1	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	2	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	3	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	4	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	5	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	6	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	7	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
35	EP10_7	EP10_7	1-way	8	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	9	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	10	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	11	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	12	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	13	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	14	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	15	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	16	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	17	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	18	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	19	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	20	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	21	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	22	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	23	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
35	EP10_7	EP10_7	1-way	24	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	1	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	2	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	3	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	4	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	5	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	6	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	7	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
36	EP10_8	EP10_8	1-way	8	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	9	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	10	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	11	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	12	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	13	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	14	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	15	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	16	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	17	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	18	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	19	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	20	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	21	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	22	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	23	30	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
36	EP10_8	EP10_8	1-way	24	0	N/A	13.7	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	1	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	2	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	3	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	4	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	5	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	6	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	7	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
37	EP10_9	EP10_9	1-way	8	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	9	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	10	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	11	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	12	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	13	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	14	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	15	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	16	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	17	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	18	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	19	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	20	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	21	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	22	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	23	30	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
37	EP10_9	EP10_9	1-way	24	0	N/A	12.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

38	EP11_1	EP11_1	2-way	1	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	2	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	3	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	4	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	5	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	6	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	7	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	8	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	9	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	10	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	11	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	12	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	13	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	14	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	15	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	16	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	17	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	18	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	19	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	20	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	21	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	22	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	23	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	24	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	1	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	2	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	3	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	4	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	5	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	6	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	7	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	8	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	9	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	10	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	11	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	12	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	13	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	14	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	15	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	16	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	17	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	18	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	19	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	20	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	21	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	22	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	23	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	24	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	1	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	2	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	3	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	4	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	5	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	6	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	7	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	8	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	9	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	10	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	11	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	12	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	13	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	14	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	15	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	16	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	17	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	18	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	19	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	20	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	21	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	22	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	23	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	24	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	1	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	2	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	3	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	4	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	5	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	6	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	7	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	8	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	9	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	10	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	11	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	12	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	13	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	14	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	15	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	16	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	17	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	18	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	19	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	20	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	21	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	22	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	23	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	24	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	1	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	2	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	3	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	4	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	5	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	6	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	7	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	8	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	9	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	10	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	11	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	12	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	13	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	14	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	15	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	16	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	17	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	18	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	19	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	20	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	21	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	22	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	23	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	24	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	1	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	2	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	3	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	4	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	5	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	6	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	7	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	8	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	9	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	10	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	11	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	12	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	13	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	14	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	15	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	16	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	17	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	18	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	19	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	20	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	21	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	22	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	23	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	24	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Speed Data (kph)

Road ID	Road Link No.	Road Name	1/2 -way	Road Type	Speed Limit (kph)	Length (m)	Speed (kph)																						
							00:00-01:00	01:00-02:00	02:00-03:00	03:00-04:00	04:00-05:00	05:00-06:00	06:00-07:00	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-00:00
1	A	Ping Yuen Road	2-way	LD	50	305	29	29	29	29	29	29	28	25	24	24	24	24	24	24	24	24	24	24	25	26	27	28	27	28
2	B	Ping Yuen Road	2-way	LD	50	415	29	29	29	29	29	28	27	24	24	23	24	24	24	23	23	23	23	24	24	25	26	27	27	28
3	C	Ping Yuen Road	2-way	LD	50	215	28	29	28	29	29	27	25	23	21	21	21	21	22	21	21	21	21	21	23	24	25	25	25	26
4	D	Ping Che Road	2-way	DD	50	265	37	38	38	38	36	31	30	29	28	28	28	28	28	28	28	28	28	28	29	29	30	30	30	30
5	E	Ping Che Road	2-way	DD	50	390	35	37	36	37	35	30	29	28	26	25	26	26	26	26	26	26	26	27	28	29	29	30	29	30
6	F	Ping Che Road	2-way	DD	50	75	35	37	36	36	35	30	29	28	25	24	25	26	26	25	26	25	25	26	27	29	29	30	29	30
7	G	Ng Chow South Road	2-way	LD	50	180	29	30	29	29	30	29	28	25	24	24	24	24	24	24	24	24	24	24	25	27	28	28	28	29
8	H	Ng Chow South Road	2-way	LD	50	165	30	30	30	30	30	30	29	28	26	25	26	26	26	26	26	26	26	26	27	28	29	29	29	29
9	I	Ng Chow Road	2-way	LD	50	540	29	30	29	29	29	29	28	25	24	24	24	24	24	24	24	24	24	24	25	27	28	28	28	29
10	J	Ng Chow Road	2-way	LD	50	85	30	30	30	30	30	30	29	28	26	25	26	26	26	26	26	26	26	26	27	28	29	29	29	29
11	K	Unnamed Road	2-way	LD	50	370	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
12	L	Unnamed Road	2-way	LD	50	190	29	30	29	29	29	29	28	25	24	23	24	24	24	24	24	24	24	24	25	27	28	28	28	29
13	M	Unnamed Road	2-way	LD	50	105	29	30	29	29	30	29	28	25	24	24	24	24	24	24	24	24	24	24	25	27	28	29	29	29
14	N	Unnamed Road	2-way	LD	50	420	29	30	30	30	30	29	29	27	25	24	25	25	25	25	25	24	25	25	26	28	28	29	29	29
15	O	Unnamed Road	2-way	LD	50	150	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
16	P	Unnamed Road	2-way	LD	50	315	30	30	30	30	30	30	30	29	29	29	29	29	30	29	29	29	30	30	30	30	30	30	30	30
18	EP8_1	On Site Paved Roads	1-way	N/A	10	35.3	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
19	EP8_2	On Site Paved Roads	1-way	N/A	10	41.7	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
20	EP8_3	On Site Paved Roads	1-way	N/A	10	29.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
21	EP8_4	On Site Paved Roads	1-way	N/A	10	32.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
22	EP8_5	On Site Paved Roads	1-way	N/A	10	16.5	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
23	EP9_1	On Site Paved Roads	1-way	N/A	10	35.3	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
24	EP9_2	On Site Paved Roads	1-way	N/A	10	17.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
25	EP9_3	On Site Paved Roads	1-way	N/A	10	31.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
26	EP9_4	On Site Paved Roads	1-way	N/A	10	14.3	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
27	EP9_5	On Site Paved Roads	1-way	N/A	10	25.9	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
28	EP9_6	On Site Paved Roads	1-way	N/A	10	12.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
29	EP10_1	On Site Paved Roads	1-way	N/A	10	35.3	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
30	EP10_2	On Site Paved Roads	1-way	N/A	10	17.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
31	EP10_3	On Site Paved Roads	1-way	N/A	10	31.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
32	EP10_4	On Site Paved Roads	1-way	N/A	10	20.9	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
33	EP10_5	On Site Paved Roads	1-way	N/A	10	21	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
34	EP10_6	On Site Paved Roads	1-way	N/A	10	13.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
35	EP10_7	On Site Paved Roads	1-way	N/A	10	13.7	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
36	EP10_8	On Site Paved Roads	1-way	N/A	10	13.7	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
37	EP10_9	On Site Paved Roads	1-way	N/A	10	12.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0
38	EP11_1	On Site Paved Roads	1-way	N/A	10	14.1	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
39	EP11_2	On Site Paved Roads	1-way	N/A	10	13.9	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
40	EP11_3	On Site Paved Roads	1-way	N/A	10	13.4	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
41	EP12_1	On Site Paved Roads	1-way	N/A	10	33	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
42	EP12_2	On Site Paved Roads	1-way	N/A	10	26.2	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0
43	EP12_3	On Site Paved Roads	1-way	N/A	10	26.5	0	0	0	0	0	0	0	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0

Emission Factors of RSP, FSP and NO_X (VMT):

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
A	1	1_1	LD	1	18	0.305	1.455550	0.027359	0.025216
A	1	1_2	LD	2	11	0.305	0.647411	0.009154	0.008483
A	1	1_3	LD	3	14	0.305	1.026830	0.016580	0.015295
A	1	1_4	LD	4	10	0.305	1.135214	0.017428	0.016064
A	1	1_5	LD	5	9	0.305	4.612488	0.071283	0.065578
A	1	1_6	LD	6	20	0.305	5.408918	0.081902	0.075363
A	1	1_7	LD	7	35	0.305	4.897284	0.087029	0.079803
A	1	1_8	LD	8	94	0.305	2.693652	0.058058	0.053082
A	1	1_9	LD	9	146	0.305	2.869044	0.061270	0.056156
A	1	1_10	LD	10	152	0.305	4.180619	0.083876	0.077031
A	1	1_11	LD	11	132	0.305	4.135281	0.083530	0.076684
A	1	1_12	LD	12	140	0.305	3.508910	0.071334	0.065561
A	1	1_13	LD	13	130	0.305	4.002053	0.081174	0.074605
A	1	1_14	LD	14	159	0.305	3.514463	0.073493	0.067560
A	1	1_15	LD	15	148	0.305	3.481230	0.070914	0.065177
A	1	1_16	LD	16	162	0.305	3.620065	0.075010	0.068953
A	1	1_17	LD	17	160	0.305	3.503813	0.073157	0.067254
A	1	1_18	LD	18	161	0.305	2.934807	0.063474	0.058138
A	1	1_19	LD	19	124	0.305	2.075697	0.044945	0.041018
A	1	1_20	LD	20	73	0.305	1.839886	0.035764	0.032778
A	1	1_21	LD	21	58	0.305	2.325145	0.045561	0.041635
A	1	1_22	LD	22	38	0.305	1.970968	0.035580	0.032525
A	1	1_23	LD	23	43	0.305	2.476940	0.043002	0.039395
A	1	1_24	LD	24	33	0.305	2.670585	0.040419	0.036927
B	2	2_1	LD	1	22	0.415	1.332467	0.025014	0.023062
B	2	2_2	LD	2	14	0.415	0.646599	0.008213	0.007614
B	2	2_3	LD	3	16	0.415	0.964505	0.015400	0.014213
B	2	2_4	LD	4	13	0.415	1.662499	0.029411	0.027083
B	2	2_5	LD	5	12	0.415	3.712934	0.057091	0.052534
B	2	2_6	LD	6	25	0.415	4.938170	0.077286	0.071150
B	2	2_7	LD	7	46	0.415	3.982737	0.074835	0.068427
B	2	2_8	LD	8	130	0.415	2.349217	0.053799	0.049187
B	2	2_9	LD	9	196	0.415	2.439155	0.054401	0.049788
B	2	2_10	LD	10	189	0.415	3.745649	0.076731	0.070516
B	2	2_11	LD	11	161	0.415	3.827436	0.079276	0.072809
B	2	2_12	LD	12	176	0.415	3.234054	0.066878	0.061417
B	2	2_13	LD	13	158	0.415	3.741946	0.076842	0.070640
B	2	2_14	LD	14	193	0.415	3.432776	0.072399	0.066592
B	2	2_15	LD	15	182	0.415	3.646870	0.075929	0.069828
B	2	2_16	LD	16	195	0.415	3.772985	0.078532	0.072230
B	2	2_17	LD	17	191	0.415	3.730609	0.077836	0.071592
B	2	2_18	LD	18	183	0.415	3.108165	0.066637	0.061079
B	2	2_19	LD	19	139	0.415	2.166318	0.047469	0.043299
B	2	2_20	LD	20	82	0.415	1.862351	0.037097	0.034033
B	2	2_21	LD	21	68	0.415	2.263431	0.045654	0.041697
B	2	2_22	LD	22	44	0.415	1.807436	0.033379	0.030549
B	2	2_23	LD	23	53	0.415	2.265384	0.039934	0.036620
B	2	2_24	LD	24	41	0.415	2.359545	0.036136	0.033050
C	3	3_1	LD	1	40	0.215	1.760652	0.033834	0.031180
C	3	3_2	LD	2	26	0.215	1.095709	0.018002	0.016605
C	3	3_3	LD	3	29	0.215	1.331290	0.023184	0.021371
C	3	3_4	LD	4	24	0.215	1.635775	0.027838	0.025637
C	3	3_5	LD	5	21	0.215	3.158664	0.054036	0.049185
C	3	3_6	LD	6	43	0.215	3.845364	0.065343	0.059897
C	3	3_7	LD	7	80	0.215	3.543356	0.070980	0.064895
C	3	3_8	LD	8	225	0.215	2.387294	0.055001	0.050305
C	3	3_9	LD	9	360	0.215	2.902549	0.064207	0.058854
C	3	3_10	LD	10	369	0.215	4.313552	0.090276	0.082934
C	3	3_11	LD	11	318	0.215	4.364458	0.091514	0.084050
C	3	3_12	LD	12	337	0.215	3.741202	0.079139	0.072710
C	3	3_13	LD	13	298	0.215	4.000345	0.084468	0.077729
C	3	3_14	LD	14	360	0.215	3.706387	0.079143	0.072755
C	3	3_15	LD	15	337	0.215	3.769915	0.079596	0.073164
C	3	3_16	LD	16	359	0.215	3.848112	0.082110	0.075451
C	3	3_17	LD	17	351	0.215	3.812389	0.082125	0.075498
C	3	3_18	LD	18	337	0.215	3.169951	0.070792	0.064897
C	3	3_19	LD	19	256	0.215	1.994641	0.046559	0.042491
C	3	3_20	LD	20	148	0.215	1.476471	0.032133	0.029463
C	3	3_21	LD	21	119	0.215	1.778427	0.038843	0.035490
C	3	3_22	LD	22	81	0.215	1.507631	0.030931	0.028211
C	3	3_23	LD	23	92	0.215	1.863099	0.035495	0.032566
C	3	3_24	LD	24	69	0.215	1.661735	0.027583	0.025071

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
D	4	4_1	DD	1	43	0.265	0.980386	0.023792	0.021853
D	4	4_2	DD	2	28	0.265	0.681092	0.011823	0.010846
D	4	4_3	DD	3	32	0.265	0.872264	0.016068	0.014771
D	4	4_4	DD	4	27	0.265	1.058275	0.020129	0.018507
D	4	4_5	DD	5	40	0.265	4.236260	0.148430	0.136553
D	4	4_6	DD	6	91	0.265	5.083479	0.173455	0.159573
D	4	4_7	DD	7	153	0.265	4.678950	0.157684	0.145107
D	4	4_8	DD	8	291	0.265	2.603003	0.082760	0.076113
D	4	4_9	DD	9	430	0.265	2.482185	0.073450	0.067577
D	4	4_10	DD	10	463	0.265	3.347662	0.101442	0.093328
D	4	4_11	DD	11	386	0.265	3.224776	0.096550	0.088822
D	4	4_12	DD	12	398	0.265	2.705021	0.079443	0.073095
D	4	4_13	DD	13	380	0.265	3.362443	0.104687	0.096332
D	4	4_14	DD	14	432	0.265	2.744880	0.082638	0.076044
D	4	4_15	DD	15	394	0.265	2.645151	0.078126	0.071889
D	4	4_16	DD	16	431	0.265	2.802396	0.084870	0.078093
D	4	4_17	DD	17	424	0.265	2.706493	0.082401	0.075826
D	4	4_18	DD	18	422	0.265	2.353198	0.072842	0.067016
D	4	4_19	DD	19	359	0.265	2.288638	0.075125	0.069086
D	4	4_20	DD	20	227	0.265	2.465410	0.081678	0.075147
D	4	4_21	DD	21	189	0.265	2.788975	0.094711	0.087158
D	4	4_22	DD	22	134	0.265	3.062662	0.102157	0.094021
D	4	4_23	DD	23	153	0.265	3.276106	0.110621	0.101821
D	4	4_24	DD	24	134	0.265	4.063973	0.139594	0.128469
E	5	5_1	DD	1	75	0.39	1.100547	0.026625	0.024492
E	5	5_2	DD	2	48	0.39	0.740211	0.013290	0.012197
E	5	5_3	DD	3	59	0.39	1.015368	0.019735	0.018136
E	5	5_4	DD	4	49	0.39	1.262780	0.027756	0.025513
E	5	5_5	DD	5	60	0.39	3.646173	0.121774	0.112000
E	5	5_6	DD	6	131	0.39	4.500319	0.149117	0.137238
E	5	5_7	DD	7	224	0.39	4.010379	0.131843	0.121245
E	5	5_8	DD	8	487	0.39	2.274945	0.070264	0.064646
E	5	5_9	DD	9	753	0.39	2.404842	0.069055	0.063504
E	5	5_10	DD	10	810	0.39	3.389106	0.098773	0.090845
E	5	5_11	DD	11	683	0.39	3.234805	0.093960	0.086431
E	5	5_12	DD	12	705	0.39	2.759206	0.078546	0.072254
E	5	5_13	DD	13	647	0.39	3.246386	0.097221	0.089443
E	5	5_14	DD	14	750	0.39	2.765243	0.080516	0.074070
E	5	5_15	DD	15	691	0.39	2.721067	0.077942	0.071703
E	5	5_16	DD	16	741	0.39	2.840360	0.082857	0.076222
E	5	5_17	DD	17	721	0.39	2.779175	0.081941	0.075376
E	5	5_18	DD	18	696	0.39	2.318767	0.069556	0.063999
E	5	5_19	DD	19	562	0.39	2.015886	0.063663	0.058569
E	5	5_20	DD	20	341	0.39	1.963527	0.063486	0.058411
E	5	5_21	DD	21	284	0.39	2.348830	0.077687	0.071455
E	5	5_22	DD	22	200	0.39	2.399228	0.077170	0.071018
E	5	5_23	DD	23	226	0.39	2.637655	0.085970	0.079090
E	5	5_24	DD	24	189	0.39	3.198413	0.107453	0.098881
F	6	6_1	DD	1	87	0.075	1.128472	0.027851	0.025620
F	6	6_2	DD	2	55	0.075	0.714745	0.012319	0.011303
F	6	6_3	DD	3	68	0.075	1.051659	0.020995	0.019296
F	6	6_4	DD	4	57	0.075	1.294985	0.027732	0.025495
F	6	6_5	DD	5	64	0.075	3.530141	0.117329	0.107914
F	6	6_6	DD	6	142	0.075	4.263597	0.140050	0.128894
F	6	6_7	DD	7	247	0.075	3.817711	0.124110	0.114130
F	6	6_8	DD	8	548	0.075	2.215390	0.068085	0.062639
F	6	6_9	DD	9	860	0.075	2.450344	0.069604	0.064002
F	6	6_10	DD	10	928	0.075	3.460568	0.100170	0.092142
F	6	6_11	DD	11	785	0.075	3.289657	0.094676	0.087076
F	6	6_12	DD	12	810	0.075	2.732721	0.077655	0.071434
F	6	6_13	DD	13	743	0.075	3.161863	0.094035	0.086511
F	6	6_14	DD	14	864	0.075	2.790162	0.080635	0.074169
F	6	6_15	DD	15	793	0.075	2.658266	0.075864	0.069793
F	6	6_16	DD	16	851	0.075	2.839330	0.082367	0.075759
F	6	6_17	DD	17	831	0.075	2.763536	0.080810	0.074326
F	6	6_18	DD	18	807	0.075	2.272401	0.067633	0.062185
F	6	6_19	DD	19	650	0.075	1.922042	0.059881	0.055094
F	6	6_20	DD	20	391	0.075	1.781186	0.057105	0.052544
F	6	6_21	DD	21	323	0.075	2.134616	0.070190	0.064560
F	6	6_22	DD	22	225	0.075	2.191709	0.069762	0.064204
F	6	6_23	DD	23	253	0.075	2.412281	0.077929	0.071690
F	6	6_24	DD	24	210	0.075	2.933578	0.097530	0.089752

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
G	7	7_1	LD	1	29	0.18	1.856745	0.035476	0.032681
G	7	7_2	LD	2	17	0.18	1.114338	0.018652	0.017209
G	7	7_3	LD	3	22	0.18	1.491543	0.026631	0.024530
G	7	7_4	LD	4	17	0.18	1.562172	0.026773	0.024660
G	7	7_5	LD	5	13	0.18	2.112682	0.036133	0.033271
G	7	7_6	LD	6	28	0.18	2.786123	0.053035	0.048814
G	7	7_7	LD	7	50	0.18	2.391622	0.055093	0.050282
G	7	7_8	LD	8	146	0.18	2.396649	0.054890	0.050216
G	7	7_9	LD	9	248	0.18	3.091535	0.065752	0.060317
G	7	7_10	LD	10	271	0.18	4.309478	0.088497	0.081339
G	7	7_11	LD	11	233	0.18	4.292418	0.088830	0.081627
G	7	7_12	LD	12	243	0.18	3.608797	0.075717	0.069572
G	7	7_13	LD	13	211	0.18	3.732788	0.079290	0.072901
G	7	7_14	LD	14	257	0.18	3.321134	0.070462	0.064795
G	7	7_15	LD	15	238	0.18	3.289774	0.069786	0.064167
G	7	7_16	LD	16	251	0.18	3.262004	0.070457	0.064745
G	7	7_17	LD	17	243	0.18	3.034804	0.066659	0.061257
G	7	7_18	LD	18	243	0.18	2.353701	0.054667	0.050044
G	7	7_19	LD	19	192	0.18	1.361548	0.035204	0.032014
G	7	7_20	LD	20	112	0.18	0.857863	0.022622	0.020836
G	7	7_21	LD	21	88	0.18	1.023982	0.027141	0.024814
G	7	7_22	LD	22	59	0.18	0.868877	0.021577	0.019748
G	7	7_23	LD	23	65	0.18	0.838759	0.020185	0.018486
G	7	7_24	LD	24	48	0.18	0.600955	0.012281	0.011130
H	8	8_1	LD	1	13	0.165	1.244158	0.023304	0.021495
H	8	8_2	LD	2	9	0.165	0.664647	0.009458	0.008750
H	8	8_3	LD	3	11	0.165	1.017779	0.016865	0.015562
H	8	8_4	LD	4	9	0.165	1.138159	0.019043	0.017563
H	8	8_5	LD	5	7	0.165	2.347113	0.045461	0.041874
H	8	8_6	LD	6	15	0.165	2.328322	0.043930	0.040461
H	8	8_7	LD	7	27	0.165	2.673866	0.062024	0.056673
H	8	8_8	LD	8	77	0.165	2.267536	0.053139	0.048662
H	8	8_9	LD	9	127	0.165	2.884724	0.061933	0.056822
H	8	8_10	LD	10	135	0.165	4.105078	0.084227	0.077409
H	8	8_11	LD	11	115	0.165	3.986896	0.081359	0.074766
H	8	8_12	LD	12	119	0.165	3.315708	0.068894	0.063307
H	8	8_13	LD	13	104	0.165	3.376415	0.071926	0.066194
H	8	8_14	LD	14	128	0.165	3.044190	0.065465	0.060161
H	8	8_15	LD	15	115	0.165	2.866814	0.060500	0.055583
H	8	8_16	LD	16	123	0.165	2.914702	0.063646	0.058486
H	8	8_17	LD	17	121	0.165	2.715680	0.059658	0.054818
H	8	8_18	LD	18	122	0.165	2.080046	0.048670	0.044525
H	8	8_19	LD	19	98	0.165	1.089698	0.029815	0.027086
H	8	8_20	LD	20	59	0.165	0.692608	0.019443	0.017804
H	8	8_21	LD	21	45	0.165	0.771945	0.021788	0.019881
H	8	8_22	LD	22	29	0.165	0.610736	0.017887	0.016147
H	8	8_23	LD	23	34	0.165	0.851677	0.021796	0.019793
H	8	8_24	LD	24	25	0.165	0.539489	0.012634	0.011243
I	9	9_1	LD	1	13	0.54	1.600109	0.030076	0.027722
I	9	9_2	LD	2	8	0.54	0.729270	0.008874	0.008204
I	9	9_3	LD	3	10	0.54	1.226273	0.020354	0.018758
I	9	9_4	LD	4	9	0.54	2.162076	0.039307	0.036169
I	9	9_5	LD	5	8	0.54	2.330992	0.044220	0.040690
I	9	9_6	LD	6	14	0.54	3.275119	0.063233	0.058186
I	9	9_7	LD	7	23	0.54	2.482820	0.053444	0.048717
I	9	9_8	LD	8	72	0.54	2.604710	0.059677	0.054613
I	9	9_9	LD	9	120	0.54	3.270040	0.069842	0.064069
I	9	9_10	LD	10	135	0.54	4.523784	0.092650	0.085157
I	9	9_11	LD	11	117	0.54	4.467286	0.091550	0.084130
I	9	9_12	LD	12	122	0.54	3.730190	0.077250	0.070981
I	9	9_13	LD	13	106	0.54	3.895176	0.082614	0.076013
I	9	9_14	LD	14	130	0.54	3.481348	0.074426	0.068396
I	9	9_15	LD	15	120	0.54	3.385817	0.071083	0.065309
I	9	9_16	LD	16	128	0.54	3.426460	0.073945	0.067954
I	9	9_17	LD	17	125	0.54	3.125000	0.068356	0.062818
I	9	9_18	LD	18	122	0.54	2.420915	0.056215	0.051467
I	9	9_19	LD	19	94	0.54	1.371356	0.034902	0.031788
I	9	9_20	LD	20	54	0.54	0.740355	0.020584	0.018853
I	9	9_21	LD	21	42	0.54	1.029764	0.027508	0.025139
I	9	9_22	LD	22	28	0.54	0.703054	0.018906	0.017076
I	9	9_23	LD	23	30	0.54	0.902382	0.021325	0.019712
I	9	9_24	LD	24	22	0.54	0.557359	0.013058	0.011569

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
J	10	10_1	LD	1	7	0.085	0.461622	0.008072	0.007494
J	10	10_2	LD	2	5	0.085	0.586303	0.005651	0.005246
J	10	10_3	LD	3	5	0.085	0.792840	0.011374	0.010504
J	10	10_4	LD	4	4	0.085	0.965231	0.010686	0.009851
J	10	10_5	LD	5	3	0.085	0.993780	0.014247	0.013135
J	10	10_6	LD	6	7	0.085	1.897316	0.037225	0.034298
J	10	10_7	LD	7	13	0.085	1.575363	0.038268	0.034376
J	10	10_8	LD	8	40	0.085	1.747642	0.041162	0.037666
J	10	10_9	LD	9	62	0.085	2.537026	0.054421	0.049908
J	10	10_10	LD	10	66	0.085	3.629566	0.075748	0.069526
J	10	10_11	LD	11	57	0.085	3.608224	0.075116	0.068924
J	10	10_12	LD	12	60	0.085	2.832835	0.060424	0.055422
J	10	10_13	LD	13	53	0.085	3.055083	0.067493	0.062119
J	10	10_14	LD	14	65	0.085	2.436901	0.052390	0.048224
J	10	10_15	LD	15	57	0.085	2.394968	0.051570	0.047470
J	10	10_16	LD	16	63	0.085	2.439131	0.056802	0.052105
J	10	10_17	LD	17	63	0.085	2.024433	0.048907	0.044844
J	10	10_18	LD	18	69	0.085	1.608809	0.041578	0.037953
J	10	10_19	LD	19	58	0.085	0.821089	0.024665	0.022430
J	10	10_20	LD	20	35	0.085	0.387878	0.014194	0.012849
J	10	10_21	LD	21	27	0.085	0.694173	0.022050	0.019958
J	10	10_22	LD	22	16	0.085	0.405605	0.012544	0.011641
J	10	10_23	LD	23	18	0.085	0.418398	0.011944	0.011085
J	10	10_24	LD	24	14	0.085	0.481399	0.008164	0.007586
K	11	11_1	LD	1	0	0.37	0.000000	0.000000	0.000000
K	11	11_2	LD	2	0	0.37	0.000000	0.000000	0.000000
K	11	11_3	LD	3	0	0.37	0.000000	0.000000	0.000000
K	11	11_4	LD	4	0	0.37	0.000000	0.000000	0.000000
K	11	11_5	LD	5	0	0.37	0.000000	0.000000	0.000000
K	11	11_6	LD	6	0	0.37	0.000000	0.000000	0.000000
K	11	11_7	LD	7	0	0.37	0.000000	0.000000	0.000000
K	11	11_8	LD	8	2	0.37	0.155284	0.014126	0.013115
K	11	11_9	LD	9	3	0.37	0.731800	0.018956	0.017507
K	11	11_10	LD	10	4	0.37	2.814089	0.061612	0.056743
K	11	11_11	LD	11	3	0.37	3.696532	0.077441	0.071286
K	11	11_12	LD	12	4	0.37	2.803472	0.061612	0.056743
K	11	11_13	LD	13	3	0.37	3.682803	0.077441	0.071286
K	11	11_14	LD	14	4	0.37	2.796356	0.061612	0.056743
K	11	11_15	LD	15	4	0.37	2.788537	0.061612	0.056743
K	11	11_16	LD	16	4	0.37	2.798684	0.061612	0.056743
K	11	11_17	LD	17	4	0.37	2.805741	0.061612	0.056743
K	11	11_18	LD	18	3	0.37	0.720073	0.018956	0.017507
K	11	11_19	LD	19	2	0.37	0.145702	0.014126	0.013115
K	11	11_20	LD	20	1	0.37	0.150530	0.014126	0.013115
K	11	11_21	LD	21	1	0.37	0.147827	0.014126	0.013115
K	11	11_22	LD	22	1	0.37	0.150530	0.014126	0.013115
K	11	11_23	LD	23	1	0.37	0.150208	0.014126	0.013115
K	11	11_24	LD	24	1	0.37	0.151975	0.014126	0.013115
L	12	12_1	LD	1	14	0.19	1.849506	0.034204	0.031499
L	12	12_2	LD	2	8	0.19	0.729270	0.008874	0.008204
L	12	12_3	LD	3	10	0.19	1.226273	0.020354	0.018758
L	12	12_4	LD	4	10	0.19	2.139246	0.038302	0.035246
L	12	12_5	LD	5	8	0.19	2.330992	0.044220	0.040690
L	12	12_6	LD	6	15	0.19	3.186297	0.060968	0.056102
L	12	12_7	LD	7	27	0.19	2.577677	0.054518	0.049772
L	12	12_8	LD	8	80	0.19	2.697474	0.061390	0.056219
L	12	12_9	LD	9	144	0.19	3.367131	0.071357	0.065494
L	12	12_10	LD	10	161	0.19	4.788152	0.098028	0.090137
L	12	12_11	LD	11	139	0.19	4.655715	0.094881	0.087205
L	12	12_12	LD	12	140	0.19	4.050129	0.083048	0.076320
L	12	12_13	LD	13	123	0.19	4.272044	0.089172	0.082038
L	12	12_14	LD	14	147	0.19	3.961852	0.083148	0.076421
L	12	12_15	LD	15	136	0.19	3.862877	0.079698	0.073235
L	12	12_16	LD	16	144	0.19	4.039638	0.084660	0.077808
L	12	12_17	LD	17	136	0.19	3.889258	0.082461	0.075787
L	12	12_18	LD	18	126	0.19	3.298200	0.071914	0.065995
L	12	12_19	LD	19	89	0.19	1.964850	0.045705	0.041696
L	12	12_20	LD	20	51	0.19	1.309827	0.031051	0.028448
L	12	12_21	LD	21	39	0.19	1.500064	0.036366	0.033253
L	12	12_22	LD	22	28	0.19	0.921651	0.022648	0.020506
L	12	12_23	LD	23	29	0.19	1.138862	0.025170	0.023234
L	12	12_24	LD	24	22	0.19	0.747222	0.017052	0.015233

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
M	13	13_1	LD	1	14	0.105	1.849506	0.034204	0.031499
M	13	13_2	LD	2	7	0.105	0.707919	0.010142	0.009377
M	13	13_3	LD	3	10	0.105	1.226273	0.020354	0.018758
M	13	13_4	LD	4	8	0.105	2.316901	0.044220	0.040690
M	13	13_5	LD	5	7	0.105	2.596010	0.047531	0.043756
M	13	13_6	LD	6	14	0.105	3.275119	0.063233	0.058186
M	13	13_7	LD	7	23	0.105	2.482820	0.053444	0.048717
M	13	13_8	LD	8	71	0.105	2.639129	0.060298	0.055179
M	13	13_9	LD	9	121	0.105	3.244301	0.069396	0.063662
M	13	13_10	LD	10	137	0.105	4.588993	0.093715	0.086136
M	13	13_11	LD	11	117	0.105	4.570011	0.093428	0.085855
M	13	13_12	LD	12	121	0.105	3.972508	0.081830	0.075189
M	13	13_13	LD	13	107	0.105	4.130600	0.086445	0.079533
M	13	13_14	LD	14	128	0.105	3.777527	0.078513	0.072146
M	13	13_15	LD	15	121	0.105	3.788023	0.078188	0.071836
M	13	13_16	LD	16	129	0.105	3.944696	0.083203	0.076461
M	13	13_17	LD	17	125	0.105	3.857390	0.081903	0.075267
M	13	13_18	LD	18	115	0.105	3.180990	0.070111	0.064321
M	13	13_19	LD	19	84	0.105	1.960312	0.046186	0.042117
M	13	13_20	LD	20	45	0.105	1.072393	0.026900	0.024608
M	13	13_21	LD	21	37	0.105	1.486055	0.035941	0.032844
M	13	13_22	LD	22	26	0.105	0.893957	0.022258	0.020104
M	13	13_23	LD	23	26	0.105	1.039595	0.023001	0.021230
M	13	13_24	LD	24	19	0.105	0.580872	0.013616	0.011998
N	14	14_1	LD	1	9	0.42	1.594636	0.031130	0.028688
N	14	14_2	LD	2	4	0.42	0.513197	0.007063	0.006558
N	14	14_3	LD	3	7	0.42	1.301433	0.022466	0.020708
N	14	14_4	LD	4	7	0.42	1.311458	0.022466	0.020708
N	14	14_5	LD	5	4	0.42	3.012429	0.058081	0.053465
N	14	14_6	LD	6	10	0.42	2.409833	0.045029	0.041444
N	14	14_7	LD	7	17	0.42	2.182840	0.048061	0.043582
N	14	14_8	LD	8	53	0.42	2.430212	0.055982	0.051370
N	14	14_9	LD	9	91	0.42	3.061616	0.066209	0.060677
N	14	14_10	LD	10	98	0.42	4.461707	0.091695	0.084248
N	14	14_11	LD	11	87	0.42	4.402052	0.089666	0.082360
N	14	14_12	LD	12	91	0.42	3.735797	0.076887	0.070615
N	14	14_13	LD	13	82	0.42	4.079336	0.085105	0.078301
N	14	14_14	LD	14	96	0.42	3.708202	0.075964	0.069892
N	14	14_15	LD	15	92	0.42	3.744973	0.076468	0.070353
N	14	14_16	LD	16	101	0.42	4.066357	0.085925	0.078937
N	14	14_17	LD	17	98	0.42	3.914379	0.082661	0.075939
N	14	14_18	LD	18	91	0.42	3.221890	0.070337	0.064475
N	14	14_19	LD	19	63	0.42	1.887932	0.043748	0.039913
N	14	14_20	LD	20	33	0.42	0.970905	0.023275	0.021511
N	14	14_21	LD	21	28	0.42	1.415754	0.035001	0.031880
N	14	14_22	LD	22	18	0.42	0.851263	0.018490	0.017080
N	14	14_23	LD	23	21	0.42	1.130331	0.025043	0.023106
N	14	14_24	LD	24	14	0.42	0.553460	0.010254	0.009510
O	15	15_1	LD	1	0	0.15	0.000000	0.000000	0.000000
O	15	15_2	LD	2	0	0.15	0.000000	0.000000	0.000000
O	15	15_3	LD	3	0	0.15	0.000000	0.000000	0.000000
O	15	15_4	LD	4	0	0.15	0.000000	0.000000	0.000000
O	15	15_5	LD	5	0	0.15	0.000000	0.000000	0.000000
O	15	15_6	LD	6	0	0.15	0.000000	0.000000	0.000000
O	15	15_7	LD	7	1	0.15	0.156465	0.014126	0.013115
O	15	15_8	LD	8	2	0.15	0.155284	0.014126	0.013115
O	15	15_9	LD	9	5	0.15	0.647739	0.014199	0.013127
O	15	15_10	LD	10	4	0.15	2.814089	0.061612	0.056743
O	15	15_11	LD	11	4	0.15	2.807873	0.061612	0.056743
O	15	15_12	LD	12	4	0.15	2.803472	0.061612	0.056743
O	15	15_13	LD	13	4	0.15	2.796230	0.061612	0.056743
O	15	15_14	LD	14	6	0.15	2.020698	0.043429	0.040015
O	15	15_15	LD	15	6	0.15	2.012080	0.043429	0.040015
O	15	15_16	LD	16	6	0.15	2.754349	0.056787	0.052299
O	15	15_17	LD	17	6	0.15	2.761935	0.056787	0.052299
O	15	15_18	LD	18	7	0.15	1.756417	0.039243	0.036172
O	15	15_19	LD	19	6	0.15	0.554953	0.014187	0.013125
O	15	15_20	LD	20	3	0.15	0.400234	0.009418	0.008744
O	15	15_21	LD	21	2	0.15	0.147827	0.014126	0.013115
O	15	15_22	LD	22	1	0.15	0.150530	0.014126	0.013115
O	15	15_23	LD	23	1	0.15	0.150208	0.014126	0.013115
O	15	15_24	LD	24	2	0.15	0.529196	0.007063	0.006558

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
P	16	16_1	LD	1	2	0.315	0.513921	0.007063	0.006558
P	16	16_2	LD	2	2	0.315	0.513197	0.007063	0.006558
P	16	16_3	LD	3	2	0.315	0.521385	0.007063	0.006558
P	16	16_4	LD	4	2	0.315	0.531610	0.007063	0.006558
P	16	16_5	LD	5	2	0.315	0.542129	0.007063	0.006558
P	16	16_6	LD	6	2	0.315	0.541646	0.007063	0.006558
P	16	16_7	LD	7	5	0.315	0.313158	0.011301	0.010492
P	16	16_8	LD	8	18	0.315	0.300336	0.016716	0.014856
P	16	16_9	LD	9	24	0.315	0.317043	0.014918	0.013355
P	16	16_10	LD	10	19	0.315	0.833607	0.022266	0.020577
P	16	16_11	LD	11	13	0.315	0.391844	0.013241	0.012284
P	16	16_12	LD	12	14	0.315	0.365754	0.013316	0.012355
P	16	16_13	LD	13	10	0.315	0.204614	0.012714	0.011804
P	16	16_14	LD	14	14	0.315	0.360594	0.013316	0.012355
P	16	16_15	LD	15	11	0.315	0.416225	0.013051	0.012104
P	16	16_16	LD	16	10	0.315	0.386291	0.014356	0.013314
P	16	16_17	LD	17	9	0.315	0.414673	0.014167	0.013122
P	16	16_18	LD	18	8	0.315	0.228454	0.012361	0.011476
P	16	16_19	LD	19	8	0.315	0.235989	0.012361	0.011476
P	16	16_20	LD	20	6	0.315	0.275382	0.011772	0.010929
P	16	16_21	LD	21	6	0.315	0.269859	0.011772	0.010929
P	16	16_22	LD	22	4	0.315	0.337808	0.010595	0.009837
P	16	16_23	LD	23	5	0.315	0.299419	0.011301	0.010492
P	16	16_24	LD	24	5	0.315	0.453751	0.008476	0.007869
EP8_1	18	18_1	N/A	1	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_2	N/A	2	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_3	N/A	3	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_4	N/A	4	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_5	N/A	5	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_6	N/A	6	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_7	N/A	7	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_8	N/A	8	20	0.0353	20.737761	0.443374	0.407808
EP8_1	18	18_9	N/A	9	20	0.0353	20.690607	0.443374	0.407808
EP8_1	18	18_10	N/A	10	20	0.0353	20.690124	0.443374	0.407808
EP8_1	18	18_11	N/A	11	20	0.0353	20.644258	0.443374	0.407808
EP8_1	18	18_12	N/A	12	20	0.0353	20.627199	0.443374	0.407808
EP8_1	18	18_13	N/A	13	20	0.0353	20.560572	0.443374	0.407808
EP8_1	18	18_14	N/A	14	20	0.0353	20.572642	0.443374	0.407808
EP8_1	18	18_15	N/A	15	20	0.0353	20.512775	0.443374	0.407808
EP8_1	18	18_16	N/A	16	20	0.0353	20.582781	0.443374	0.407808
EP8_1	18	18_17	N/A	17	20	0.0353	20.624785	0.443374	0.407808
EP8_1	18	18_18	N/A	18	20	0.0353	20.508590	0.443374	0.407808
EP8_1	18	18_19	N/A	19	20	0.0353	20.511648	0.443374	0.407808
EP8_1	18	18_20	N/A	20	20	0.0353	20.597104	0.443374	0.407808
EP8_1	18	18_21	N/A	21	20	0.0353	20.500705	0.443374	0.407808
EP8_1	18	18_22	N/A	22	20	0.0353	20.597104	0.443374	0.407808
EP8_1	18	18_23	N/A	23	20	0.0353	20.552687	0.443374	0.407808
EP8_1	18	18_24	N/A	24	0	0.0353	0.000000	0.000000	0.000000
EP8_2	19	19_1	N/A	1	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_2	N/A	2	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_3	N/A	3	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_4	N/A	4	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_5	N/A	5	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_6	N/A	6	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_7	N/A	7	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_8	N/A	8	20	0.0417	20.737761	0.443374	0.407808
EP8_2	19	19_9	N/A	9	20	0.0417	20.690607	0.443374	0.407808
EP8_2	19	19_10	N/A	10	20	0.0417	20.690124	0.443374	0.407808
EP8_2	19	19_11	N/A	11	20	0.0417	20.644258	0.443374	0.407808
EP8_2	19	19_12	N/A	12	20	0.0417	20.627199	0.443374	0.407808
EP8_2	19	19_13	N/A	13	20	0.0417	20.560572	0.443374	0.407808
EP8_2	19	19_14	N/A	14	20	0.0417	20.572642	0.443374	0.407808
EP8_2	19	19_15	N/A	15	20	0.0417	20.512775	0.443374	0.407808
EP8_2	19	19_16	N/A	16	20	0.0417	20.582781	0.443374	0.407808
EP8_2	19	19_17	N/A	17	20	0.0417	20.624785	0.443374	0.407808
EP8_2	19	19_18	N/A	18	20	0.0417	20.508590	0.443374	0.407808
EP8_2	19	19_19	N/A	19	20	0.0417	20.511648	0.443374	0.407808
EP8_2	19	19_20	N/A	20	20	0.0417	20.597104	0.443374	0.407808
EP8_2	19	19_21	N/A	21	20	0.0417	20.500705	0.443374	0.407808
EP8_2	19	19_22	N/A	22	20	0.0417	20.597104	0.443374	0.407808
EP8_2	19	19_23	N/A	23	20	0.0417	20.552687	0.443374	0.407808
EP8_2	19	19_24	N/A	24	0	0.0417	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP8_3	20	20_1	N/A	1	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_2	N/A	2	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_3	N/A	3	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_4	N/A	4	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_5	N/A	5	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_6	N/A	6	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_7	N/A	7	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_8	N/A	8	20	0.0294	20.737761	0.443374	0.407808
EP8_3	20	20_9	N/A	9	20	0.0294	20.690607	0.443374	0.407808
EP8_3	20	20_10	N/A	10	20	0.0294	20.690124	0.443374	0.407808
EP8_3	20	20_11	N/A	11	20	0.0294	20.644258	0.443374	0.407808
EP8_3	20	20_12	N/A	12	20	0.0294	20.627199	0.443374	0.407808
EP8_3	20	20_13	N/A	13	20	0.0294	20.560572	0.443374	0.407808
EP8_3	20	20_14	N/A	14	20	0.0294	20.572642	0.443374	0.407808
EP8_3	20	20_15	N/A	15	20	0.0294	20.512775	0.443374	0.407808
EP8_3	20	20_16	N/A	16	20	0.0294	20.582781	0.443374	0.407808
EP8_3	20	20_17	N/A	17	20	0.0294	20.624785	0.443374	0.407808
EP8_3	20	20_18	N/A	18	20	0.0294	20.508590	0.443374	0.407808
EP8_3	20	20_19	N/A	19	20	0.0294	20.511648	0.443374	0.407808
EP8_3	20	20_20	N/A	20	20	0.0294	20.597104	0.443374	0.407808
EP8_3	20	20_21	N/A	21	20	0.0294	20.500705	0.443374	0.407808
EP8_3	20	20_22	N/A	22	20	0.0294	20.597104	0.443374	0.407808
EP8_3	20	20_23	N/A	23	20	0.0294	20.552687	0.443374	0.407808
EP8_3	20	20_24	N/A	24	0	0.0294	0.000000	0.000000	0.000000
EP8_4	21	21_1	N/A	1	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_2	N/A	2	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_3	N/A	3	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_4	N/A	4	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_5	N/A	5	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_6	N/A	6	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_7	N/A	7	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_8	N/A	8	20	0.0321	20.737761	0.443374	0.407808
EP8_4	21	21_9	N/A	9	20	0.0321	20.690607	0.443374	0.407808
EP8_4	21	21_10	N/A	10	20	0.0321	20.690124	0.443374	0.407808
EP8_4	21	21_11	N/A	11	20	0.0321	20.644258	0.443374	0.407808
EP8_4	21	21_12	N/A	12	20	0.0321	20.627199	0.443374	0.407808
EP8_4	21	21_13	N/A	13	20	0.0321	20.560572	0.443374	0.407808
EP8_4	21	21_14	N/A	14	20	0.0321	20.572642	0.443374	0.407808
EP8_4	21	21_15	N/A	15	20	0.0321	20.512775	0.443374	0.407808
EP8_4	21	21_16	N/A	16	20	0.0321	20.582781	0.443374	0.407808
EP8_4	21	21_17	N/A	17	20	0.0321	20.624785	0.443374	0.407808
EP8_4	21	21_18	N/A	18	20	0.0321	20.508590	0.443374	0.407808
EP8_4	21	21_19	N/A	19	20	0.0321	20.511648	0.443374	0.407808
EP8_4	21	21_20	N/A	20	20	0.0321	20.597104	0.443374	0.407808
EP8_4	21	21_21	N/A	21	20	0.0321	20.500705	0.443374	0.407808
EP8_4	21	21_22	N/A	22	20	0.0321	20.597104	0.443374	0.407808
EP8_4	21	21_23	N/A	23	20	0.0321	20.552687	0.443374	0.407808
EP8_4	21	21_24	N/A	24	0	0.0321	0.000000	0.000000	0.000000
EP8_5	22	22_1	N/A	1	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_2	N/A	2	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_3	N/A	3	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_4	N/A	4	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_5	N/A	5	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_6	N/A	6	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_7	N/A	7	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_8	N/A	8	20	0.0165	20.737761	0.443374	0.407808
EP8_5	22	22_9	N/A	9	20	0.0165	20.690607	0.443374	0.407808
EP8_5	22	22_10	N/A	10	20	0.0165	20.690124	0.443374	0.407808
EP8_5	22	22_11	N/A	11	20	0.0165	20.644258	0.443374	0.407808
EP8_5	22	22_12	N/A	12	20	0.0165	20.627199	0.443374	0.407808
EP8_5	22	22_13	N/A	13	20	0.0165	20.560572	0.443374	0.407808
EP8_5	22	22_14	N/A	14	20	0.0165	20.572642	0.443374	0.407808
EP8_5	22	22_15	N/A	15	20	0.0165	20.512775	0.443374	0.407808
EP8_5	22	22_16	N/A	16	20	0.0165	20.582781	0.443374	0.407808
EP8_5	22	22_17	N/A	17	20	0.0165	20.624785	0.443374	0.407808
EP8_5	22	22_18	N/A	18	20	0.0165	20.508590	0.443374	0.407808
EP8_5	22	22_19	N/A	19	20	0.0165	20.511648	0.443374	0.407808
EP8_5	22	22_20	N/A	20	20	0.0165	20.597104	0.443374	0.407808
EP8_5	22	22_21	N/A	21	20	0.0165	20.500705	0.443374	0.407808
EP8_5	22	22_22	N/A	22	20	0.0165	20.597104	0.443374	0.407808
EP8_5	22	22_23	N/A	23	20	0.0165	20.552687	0.443374	0.407808
EP8_5	22	22_24	N/A	24	0	0.0165	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP9_1	23	23_1	N/A	1	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_2	N/A	2	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_3	N/A	3	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_4	N/A	4	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_5	N/A	5	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_6	N/A	6	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_7	N/A	7	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_8	N/A	8	6	0.0353	20.737761	0.443374	0.407808
EP9_1	23	23_9	N/A	9	6	0.0353	20.690607	0.443374	0.407808
EP9_1	23	23_10	N/A	10	6	0.0353	20.690124	0.443374	0.407808
EP9_1	23	23_11	N/A	11	6	0.0353	20.644258	0.443374	0.407808
EP9_1	23	23_12	N/A	12	6	0.0353	20.627199	0.443374	0.407808
EP9_1	23	23_13	N/A	13	6	0.0353	20.560572	0.443374	0.407808
EP9_1	23	23_14	N/A	14	6	0.0353	20.572642	0.443374	0.407808
EP9_1	23	23_15	N/A	15	6	0.0353	20.512775	0.443374	0.407808
EP9_1	23	23_16	N/A	16	6	0.0353	20.582781	0.443374	0.407808
EP9_1	23	23_17	N/A	17	6	0.0353	20.624785	0.443374	0.407808
EP9_1	23	23_18	N/A	18	6	0.0353	20.508590	0.443374	0.407808
EP9_1	23	23_19	N/A	19	6	0.0353	20.511648	0.443374	0.407808
EP9_1	23	23_20	N/A	20	6	0.0353	20.597104	0.443374	0.407808
EP9_1	23	23_21	N/A	21	6	0.0353	20.500705	0.443374	0.407808
EP9_1	23	23_22	N/A	22	6	0.0353	20.597104	0.443374	0.407808
EP9_1	23	23_23	N/A	23	6	0.0353	20.552687	0.443374	0.407808
EP9_1	23	23_24	N/A	24	0	0.0353	0.000000	0.000000	0.000000
EP9_2	24	24_1	N/A	1	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_2	N/A	2	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_3	N/A	3	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_4	N/A	4	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_5	N/A	5	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_6	N/A	6	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_7	N/A	7	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_8	N/A	8	6	0.0171	20.737761	0.443374	0.407808
EP9_2	24	24_9	N/A	9	6	0.0171	20.690607	0.443374	0.407808
EP9_2	24	24_10	N/A	10	6	0.0171	20.690124	0.443374	0.407808
EP9_2	24	24_11	N/A	11	6	0.0171	20.644258	0.443374	0.407808
EP9_2	24	24_12	N/A	12	6	0.0171	20.627199	0.443374	0.407808
EP9_2	24	24_13	N/A	13	6	0.0171	20.560572	0.443374	0.407808
EP9_2	24	24_14	N/A	14	6	0.0171	20.572642	0.443374	0.407808
EP9_2	24	24_15	N/A	15	6	0.0171	20.512775	0.443374	0.407808
EP9_2	24	24_16	N/A	16	6	0.0171	20.582781	0.443374	0.407808
EP9_2	24	24_17	N/A	17	6	0.0171	20.624785	0.443374	0.407808
EP9_2	24	24_18	N/A	18	6	0.0171	20.508590	0.443374	0.407808
EP9_2	24	24_19	N/A	19	6	0.0171	20.511648	0.443374	0.407808
EP9_2	24	24_20	N/A	20	6	0.0171	20.597104	0.443374	0.407808
EP9_2	24	24_21	N/A	21	6	0.0171	20.500705	0.443374	0.407808
EP9_2	24	24_22	N/A	22	6	0.0171	20.597104	0.443374	0.407808
EP9_2	24	24_23	N/A	23	6	0.0171	20.552687	0.443374	0.407808
EP9_2	24	24_24	N/A	24	0	0.0171	0.000000	0.000000	0.000000
EP9_3	25	25_1	N/A	1	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_2	N/A	2	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_3	N/A	3	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_4	N/A	4	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_5	N/A	5	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_6	N/A	6	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_7	N/A	7	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_8	N/A	8	6	0.0311	20.737761	0.443374	0.407808
EP9_3	25	25_9	N/A	9	6	0.0311	20.690607	0.443374	0.407808
EP9_3	25	25_10	N/A	10	6	0.0311	20.690124	0.443374	0.407808
EP9_3	25	25_11	N/A	11	6	0.0311	20.644258	0.443374	0.407808
EP9_3	25	25_12	N/A	12	6	0.0311	20.627199	0.443374	0.407808
EP9_3	25	25_13	N/A	13	6	0.0311	20.560572	0.443374	0.407808
EP9_3	25	25_14	N/A	14	6	0.0311	20.572642	0.443374	0.407808
EP9_3	25	25_15	N/A	15	6	0.0311	20.512775	0.443374	0.407808
EP9_3	25	25_16	N/A	16	6	0.0311	20.582781	0.443374	0.407808
EP9_3	25	25_17	N/A	17	6	0.0311	20.624785	0.443374	0.407808
EP9_3	25	25_18	N/A	18	6	0.0311	20.508590	0.443374	0.407808
EP9_3	25	25_19	N/A	19	6	0.0311	20.511648	0.443374	0.407808
EP9_3	25	25_20	N/A	20	6	0.0311	20.597104	0.443374	0.407808
EP9_3	25	25_21	N/A	21	6	0.0311	20.500705	0.443374	0.407808
EP9_3	25	25_22	N/A	22	6	0.0311	20.597104	0.443374	0.407808
EP9_3	25	25_23	N/A	23	6	0.0311	20.552687	0.443374	0.407808
EP9_3	25	25_24	N/A	24	0	0.0311	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP9_4	26	26_1	N/A	1	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_2	N/A	2	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_3	N/A	3	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_4	N/A	4	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_5	N/A	5	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_6	N/A	6	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_7	N/A	7	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_8	N/A	8	6	0.0143	20.737761	0.443374	0.407808
EP9_4	26	26_9	N/A	9	6	0.0143	20.690607	0.443374	0.407808
EP9_4	26	26_10	N/A	10	6	0.0143	20.690124	0.443374	0.407808
EP9_4	26	26_11	N/A	11	6	0.0143	20.644258	0.443374	0.407808
EP9_4	26	26_12	N/A	12	6	0.0143	20.627199	0.443374	0.407808
EP9_4	26	26_13	N/A	13	6	0.0143	20.560572	0.443374	0.407808
EP9_4	26	26_14	N/A	14	6	0.0143	20.572642	0.443374	0.407808
EP9_4	26	26_15	N/A	15	6	0.0143	20.512775	0.443374	0.407808
EP9_4	26	26_16	N/A	16	6	0.0143	20.582781	0.443374	0.407808
EP9_4	26	26_17	N/A	17	6	0.0143	20.624785	0.443374	0.407808
EP9_4	26	26_18	N/A	18	6	0.0143	20.508590	0.443374	0.407808
EP9_4	26	26_19	N/A	19	6	0.0143	20.511648	0.443374	0.407808
EP9_4	26	26_20	N/A	20	6	0.0143	20.597104	0.443374	0.407808
EP9_4	26	26_21	N/A	21	6	0.0143	20.500705	0.443374	0.407808
EP9_4	26	26_22	N/A	22	6	0.0143	20.597104	0.443374	0.407808
EP9_4	26	26_23	N/A	23	6	0.0143	20.552687	0.443374	0.407808
EP9_4	26	26_24	N/A	24	0	0.0143	0.000000	0.000000	0.000000
EP9_5	27	27_1	N/A	1	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_2	N/A	2	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_3	N/A	3	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_4	N/A	4	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_5	N/A	5	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_6	N/A	6	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_7	N/A	7	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_8	N/A	8	6	0.0259	20.737761	0.443374	0.407808
EP9_5	27	27_9	N/A	9	6	0.0259	20.690607	0.443374	0.407808
EP9_5	27	27_10	N/A	10	6	0.0259	20.690124	0.443374	0.407808
EP9_5	27	27_11	N/A	11	6	0.0259	20.644258	0.443374	0.407808
EP9_5	27	27_12	N/A	12	6	0.0259	20.627199	0.443374	0.407808
EP9_5	27	27_13	N/A	13	6	0.0259	20.560572	0.443374	0.407808
EP9_5	27	27_14	N/A	14	6	0.0259	20.572642	0.443374	0.407808
EP9_5	27	27_15	N/A	15	6	0.0259	20.512775	0.443374	0.407808
EP9_5	27	27_16	N/A	16	6	0.0259	20.582781	0.443374	0.407808
EP9_5	27	27_17	N/A	17	6	0.0259	20.624785	0.443374	0.407808
EP9_5	27	27_18	N/A	18	6	0.0259	20.508590	0.443374	0.407808
EP9_5	27	27_19	N/A	19	6	0.0259	20.511648	0.443374	0.407808
EP9_5	27	27_20	N/A	20	6	0.0259	20.597104	0.443374	0.407808
EP9_5	27	27_21	N/A	21	6	0.0259	20.500705	0.443374	0.407808
EP9_5	27	27_22	N/A	22	6	0.0259	20.597104	0.443374	0.407808
EP9_5	27	27_23	N/A	23	6	0.0259	20.552687	0.443374	0.407808
EP9_5	27	27_24	N/A	24	0	0.0259	0.000000	0.000000	0.000000
EP9_6	28	28_1	N/A	1	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_2	N/A	2	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_3	N/A	3	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_4	N/A	4	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_5	N/A	5	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_6	N/A	6	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_7	N/A	7	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_8	N/A	8	6	0.0124	20.737761	0.443374	0.407808
EP9_6	28	28_9	N/A	9	6	0.0124	20.690607	0.443374	0.407808
EP9_6	28	28_10	N/A	10	6	0.0124	20.690124	0.443374	0.407808
EP9_6	28	28_11	N/A	11	6	0.0124	20.644258	0.443374	0.407808
EP9_6	28	28_12	N/A	12	6	0.0124	20.627199	0.443374	0.407808
EP9_6	28	28_13	N/A	13	6	0.0124	20.560572	0.443374	0.407808
EP9_6	28	28_14	N/A	14	6	0.0124	20.572642	0.443374	0.407808
EP9_6	28	28_15	N/A	15	6	0.0124	20.512775	0.443374	0.407808
EP9_6	28	28_16	N/A	16	6	0.0124	20.582781	0.443374	0.407808
EP9_6	28	28_17	N/A	17	6	0.0124	20.624785	0.443374	0.407808
EP9_6	28	28_18	N/A	18	6	0.0124	20.508590	0.443374	0.407808
EP9_6	28	28_19	N/A	19	6	0.0124	20.511648	0.443374	0.407808
EP9_6	28	28_20	N/A	20	6	0.0124	20.597104	0.443374	0.407808
EP9_6	28	28_21	N/A	21	6	0.0124	20.500705	0.443374	0.407808
EP9_6	28	28_22	N/A	22	6	0.0124	20.597104	0.443374	0.407808
EP9_6	28	28_23	N/A	23	6	0.0124	20.552687	0.443374	0.407808
EP9_6	28	28_24	N/A	24	0	0.0124	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP10_1	29	29_1	N/A	1	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_2	N/A	2	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_3	N/A	3	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_4	N/A	4	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_5	N/A	5	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_6	N/A	6	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_7	N/A	7	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_8	N/A	8	30	0.0353	20.737761	0.443374	0.407808
EP10_1	29	29_9	N/A	9	30	0.0353	20.690607	0.443374	0.407808
EP10_1	29	29_10	N/A	10	30	0.0353	20.690124	0.443374	0.407808
EP10_1	29	29_11	N/A	11	30	0.0353	20.644258	0.443374	0.407808
EP10_1	29	29_12	N/A	12	30	0.0353	20.627199	0.443374	0.407808
EP10_1	29	29_13	N/A	13	30	0.0353	20.560572	0.443374	0.407808
EP10_1	29	29_14	N/A	14	30	0.0353	20.572642	0.443374	0.407808
EP10_1	29	29_15	N/A	15	30	0.0353	20.512775	0.443374	0.407808
EP10_1	29	29_16	N/A	16	30	0.0353	20.582781	0.443374	0.407808
EP10_1	29	29_17	N/A	17	30	0.0353	20.624785	0.443374	0.407808
EP10_1	29	29_18	N/A	18	30	0.0353	20.508590	0.443374	0.407808
EP10_1	29	29_19	N/A	19	30	0.0353	20.511648	0.443374	0.407808
EP10_1	29	29_20	N/A	20	30	0.0353	20.597104	0.443374	0.407808
EP10_1	29	29_21	N/A	21	30	0.0353	20.500705	0.443374	0.407808
EP10_1	29	29_22	N/A	22	30	0.0353	20.597104	0.443374	0.407808
EP10_1	29	29_23	N/A	23	30	0.0353	20.552687	0.443374	0.407808
EP10_1	29	29_24	N/A	24	0	0.0353	0.000000	0.000000	0.000000
EP10_2	30	30_1	N/A	1	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_2	N/A	2	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_3	N/A	3	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_4	N/A	4	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_5	N/A	5	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_6	N/A	6	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_7	N/A	7	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_8	N/A	8	30	0.0171	20.737761	0.443374	0.407808
EP10_2	30	30_9	N/A	9	30	0.0171	20.690607	0.443374	0.407808
EP10_2	30	30_10	N/A	10	30	0.0171	20.690124	0.443374	0.407808
EP10_2	30	30_11	N/A	11	30	0.0171	20.644258	0.443374	0.407808
EP10_2	30	30_12	N/A	12	30	0.0171	20.627199	0.443374	0.407808
EP10_2	30	30_13	N/A	13	30	0.0171	20.560572	0.443374	0.407808
EP10_2	30	30_14	N/A	14	30	0.0171	20.572642	0.443374	0.407808
EP10_2	30	30_15	N/A	15	30	0.0171	20.512775	0.443374	0.407808
EP10_2	30	30_16	N/A	16	30	0.0171	20.582781	0.443374	0.407808
EP10_2	30	30_17	N/A	17	30	0.0171	20.624785	0.443374	0.407808
EP10_2	30	30_18	N/A	18	30	0.0171	20.508590	0.443374	0.407808
EP10_2	30	30_19	N/A	19	30	0.0171	20.511648	0.443374	0.407808
EP10_2	30	30_20	N/A	20	30	0.0171	20.597104	0.443374	0.407808
EP10_2	30	30_21	N/A	21	30	0.0171	20.500705	0.443374	0.407808
EP10_2	30	30_22	N/A	22	30	0.0171	20.597104	0.443374	0.407808
EP10_2	30	30_23	N/A	23	30	0.0171	20.552687	0.443374	0.407808
EP10_2	30	30_24	N/A	24	0	0.0171	0.000000	0.000000	0.000000
EP10_3	31	31_1	N/A	1	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_2	N/A	2	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_3	N/A	3	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_4	N/A	4	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_5	N/A	5	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_6	N/A	6	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_7	N/A	7	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_8	N/A	8	30	0.0311	20.737761	0.443374	0.407808
EP10_3	31	31_9	N/A	9	30	0.0311	20.690607	0.443374	0.407808
EP10_3	31	31_10	N/A	10	30	0.0311	20.690124	0.443374	0.407808
EP10_3	31	31_11	N/A	11	30	0.0311	20.644258	0.443374	0.407808
EP10_3	31	31_12	N/A	12	30	0.0311	20.627199	0.443374	0.407808
EP10_3	31	31_13	N/A	13	30	0.0311	20.560572	0.443374	0.407808
EP10_3	31	31_14	N/A	14	30	0.0311	20.572642	0.443374	0.407808
EP10_3	31	31_15	N/A	15	30	0.0311	20.512775	0.443374	0.407808
EP10_3	31	31_16	N/A	16	30	0.0311	20.582781	0.443374	0.407808
EP10_3	31	31_17	N/A	17	30	0.0311	20.624785	0.443374	0.407808
EP10_3	31	31_18	N/A	18	30	0.0311	20.508590	0.443374	0.407808
EP10_3	31	31_19	N/A	19	30	0.0311	20.511648	0.443374	0.407808
EP10_3	31	31_20	N/A	20	30	0.0311	20.597104	0.443374	0.407808
EP10_3	31	31_21	N/A	21	30	0.0311	20.500705	0.443374	0.407808
EP10_3	31	31_22	N/A	22	30	0.0311	20.597104	0.443374	0.407808
EP10_3	31	31_23	N/A	23	30	0.0311	20.552687	0.443374	0.407808
EP10_3	31	31_24	N/A	24	0	0.0311	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP10_4	32	32_1	N/A	1	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_2	N/A	2	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_3	N/A	3	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_4	N/A	4	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_5	N/A	5	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_6	N/A	6	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_7	N/A	7	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_8	N/A	8	30	0.0209	20.737761	0.443374	0.407808
EP10_4	32	32_9	N/A	9	30	0.0209	20.690607	0.443374	0.407808
EP10_4	32	32_10	N/A	10	30	0.0209	20.690124	0.443374	0.407808
EP10_4	32	32_11	N/A	11	30	0.0209	20.644258	0.443374	0.407808
EP10_4	32	32_12	N/A	12	30	0.0209	20.627199	0.443374	0.407808
EP10_4	32	32_13	N/A	13	30	0.0209	20.560572	0.443374	0.407808
EP10_4	32	32_14	N/A	14	30	0.0209	20.572642	0.443374	0.407808
EP10_4	32	32_15	N/A	15	30	0.0209	20.512775	0.443374	0.407808
EP10_4	32	32_16	N/A	16	30	0.0209	20.582781	0.443374	0.407808
EP10_4	32	32_17	N/A	17	30	0.0209	20.624785	0.443374	0.407808
EP10_4	32	32_18	N/A	18	30	0.0209	20.508590	0.443374	0.407808
EP10_4	32	32_19	N/A	19	30	0.0209	20.511648	0.443374	0.407808
EP10_4	32	32_20	N/A	20	30	0.0209	20.597104	0.443374	0.407808
EP10_4	32	32_21	N/A	21	30	0.0209	20.500705	0.443374	0.407808
EP10_4	32	32_22	N/A	22	30	0.0209	20.597104	0.443374	0.407808
EP10_4	32	32_23	N/A	23	30	0.0209	20.552687	0.443374	0.407808
EP10_4	32	32_24	N/A	24	0	0.0209	0.000000	0.000000	0.000000
EP10_5	33	33_1	N/A	1	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_2	N/A	2	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_3	N/A	3	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_4	N/A	4	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_5	N/A	5	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_6	N/A	6	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_7	N/A	7	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_8	N/A	8	30	0.021	20.737761	0.443374	0.407808
EP10_5	33	33_9	N/A	9	30	0.021	20.690607	0.443374	0.407808
EP10_5	33	33_10	N/A	10	30	0.021	20.690124	0.443374	0.407808
EP10_5	33	33_11	N/A	11	30	0.021	20.644258	0.443374	0.407808
EP10_5	33	33_12	N/A	12	30	0.021	20.627199	0.443374	0.407808
EP10_5	33	33_13	N/A	13	30	0.021	20.560572	0.443374	0.407808
EP10_5	33	33_14	N/A	14	30	0.021	20.572642	0.443374	0.407808
EP10_5	33	33_15	N/A	15	30	0.021	20.512775	0.443374	0.407808
EP10_5	33	33_16	N/A	16	30	0.021	20.582781	0.443374	0.407808
EP10_5	33	33_17	N/A	17	30	0.021	20.624785	0.443374	0.407808
EP10_5	33	33_18	N/A	18	30	0.021	20.508590	0.443374	0.407808
EP10_5	33	33_19	N/A	19	30	0.021	20.511648	0.443374	0.407808
EP10_5	33	33_20	N/A	20	30	0.021	20.597104	0.443374	0.407808
EP10_5	33	33_21	N/A	21	30	0.021	20.500705	0.443374	0.407808
EP10_5	33	33_22	N/A	22	30	0.021	20.597104	0.443374	0.407808
EP10_5	33	33_23	N/A	23	30	0.021	20.552687	0.443374	0.407808
EP10_5	33	33_24	N/A	24	0	0.021	0.000000	0.000000	0.000000
EP10_6	34	34_1	N/A	1	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_2	N/A	2	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_3	N/A	3	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_4	N/A	4	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_5	N/A	5	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_6	N/A	6	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_7	N/A	7	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_8	N/A	8	30	0.0134	20.737761	0.443374	0.407808
EP10_6	34	34_9	N/A	9	30	0.0134	20.690607	0.443374	0.407808
EP10_6	34	34_10	N/A	10	30	0.0134	20.690124	0.443374	0.407808
EP10_6	34	34_11	N/A	11	30	0.0134	20.644258	0.443374	0.407808
EP10_6	34	34_12	N/A	12	30	0.0134	20.627199	0.443374	0.407808
EP10_6	34	34_13	N/A	13	30	0.0134	20.560572	0.443374	0.407808
EP10_6	34	34_14	N/A	14	30	0.0134	20.572642	0.443374	0.407808
EP10_6	34	34_15	N/A	15	30	0.0134	20.512775	0.443374	0.407808
EP10_6	34	34_16	N/A	16	30	0.0134	20.582781	0.443374	0.407808
EP10_6	34	34_17	N/A	17	30	0.0134	20.624785	0.443374	0.407808
EP10_6	34	34_18	N/A	18	30	0.0134	20.508590	0.443374	0.407808
EP10_6	34	34_19	N/A	19	30	0.0134	20.511648	0.443374	0.407808
EP10_6	34	34_20	N/A	20	30	0.0134	20.597104	0.443374	0.407808
EP10_6	34	34_21	N/A	21	30	0.0134	20.500705	0.443374	0.407808
EP10_6	34	34_22	N/A	22	30	0.0134	20.597104	0.443374	0.407808
EP10_6	34	34_23	N/A	23	30	0.0134	20.552687	0.443374	0.407808
EP10_6	34	34_24	N/A	24	0	0.0134	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP10_7	35	35_1	N/A	1	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_2	N/A	2	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_3	N/A	3	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_4	N/A	4	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_5	N/A	5	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_6	N/A	6	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_7	N/A	7	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_8	N/A	8	30	0.0137	20.737761	0.443374	0.407808
EP10_7	35	35_9	N/A	9	30	0.0137	20.690607	0.443374	0.407808
EP10_7	35	35_10	N/A	10	30	0.0137	20.690124	0.443374	0.407808
EP10_7	35	35_11	N/A	11	30	0.0137	20.644258	0.443374	0.407808
EP10_7	35	35_12	N/A	12	30	0.0137	20.627199	0.443374	0.407808
EP10_7	35	35_13	N/A	13	30	0.0137	20.560572	0.443374	0.407808
EP10_7	35	35_14	N/A	14	30	0.0137	20.572642	0.443374	0.407808
EP10_7	35	35_15	N/A	15	30	0.0137	20.512775	0.443374	0.407808
EP10_7	35	35_16	N/A	16	30	0.0137	20.582781	0.443374	0.407808
EP10_7	35	35_17	N/A	17	30	0.0137	20.624785	0.443374	0.407808
EP10_7	35	35_18	N/A	18	30	0.0137	20.508590	0.443374	0.407808
EP10_7	35	35_19	N/A	19	30	0.0137	20.511648	0.443374	0.407808
EP10_7	35	35_20	N/A	20	30	0.0137	20.597104	0.443374	0.407808
EP10_7	35	35_21	N/A	21	30	0.0137	20.500705	0.443374	0.407808
EP10_7	35	35_22	N/A	22	30	0.0137	20.597104	0.443374	0.407808
EP10_7	35	35_23	N/A	23	30	0.0137	20.552687	0.443374	0.407808
EP10_7	35	35_24	N/A	24	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_1	N/A	1	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_2	N/A	2	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_3	N/A	3	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_4	N/A	4	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_5	N/A	5	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_6	N/A	6	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_7	N/A	7	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_8	N/A	8	30	0.0137	20.737761	0.443374	0.407808
EP10_8	36	36_9	N/A	9	30	0.0137	20.690607	0.443374	0.407808
EP10_8	36	36_10	N/A	10	30	0.0137	20.690124	0.443374	0.407808
EP10_8	36	36_11	N/A	11	30	0.0137	20.644258	0.443374	0.407808
EP10_8	36	36_12	N/A	12	30	0.0137	20.627199	0.443374	0.407808
EP10_8	36	36_13	N/A	13	30	0.0137	20.560572	0.443374	0.407808
EP10_8	36	36_14	N/A	14	30	0.0137	20.572642	0.443374	0.407808
EP10_8	36	36_15	N/A	15	30	0.0137	20.512775	0.443374	0.407808
EP10_8	36	36_16	N/A	16	30	0.0137	20.582781	0.443374	0.407808
EP10_8	36	36_17	N/A	17	30	0.0137	20.624785	0.443374	0.407808
EP10_8	36	36_18	N/A	18	30	0.0137	20.508590	0.443374	0.407808
EP10_8	36	36_19	N/A	19	30	0.0137	20.511648	0.443374	0.407808
EP10_8	36	36_20	N/A	20	30	0.0137	20.597104	0.443374	0.407808
EP10_8	36	36_21	N/A	21	30	0.0137	20.500705	0.443374	0.407808
EP10_8	36	36_22	N/A	22	30	0.0137	20.597104	0.443374	0.407808
EP10_8	36	36_23	N/A	23	30	0.0137	20.552687	0.443374	0.407808
EP10_8	36	36_24	N/A	24	0	0.0137	0.000000	0.000000	0.000000
EP10_9	37	37_1	N/A	1	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_2	N/A	2	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_3	N/A	3	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_4	N/A	4	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_5	N/A	5	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_6	N/A	6	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_7	N/A	7	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_8	N/A	8	30	0.0124	20.737761	0.443374	0.407808
EP10_9	37	37_9	N/A	9	30	0.0124	20.690607	0.443374	0.407808
EP10_9	37	37_10	N/A	10	30	0.0124	20.690124	0.443374	0.407808
EP10_9	37	37_11	N/A	11	30	0.0124	20.644258	0.443374	0.407808
EP10_9	37	37_12	N/A	12	30	0.0124	20.627199	0.443374	0.407808
EP10_9	37	37_13	N/A	13	30	0.0124	20.560572	0.443374	0.407808
EP10_9	37	37_14	N/A	14	30	0.0124	20.572642	0.443374	0.407808
EP10_9	37	37_15	N/A	15	30	0.0124	20.512775	0.443374	0.407808
EP10_9	37	37_16	N/A	16	30	0.0124	20.582781	0.443374	0.407808
EP10_9	37	37_17	N/A	17	30	0.0124	20.624785	0.443374	0.407808
EP10_9	37	37_18	N/A	18	30	0.0124	20.508590	0.443374	0.407808
EP10_9	37	37_19	N/A	19	30	0.0124	20.511648	0.443374	0.407808
EP10_9	37	37_20	N/A	20	30	0.0124	20.597104	0.443374	0.407808
EP10_9	37	37_21	N/A	21	30	0.0124	20.500705	0.443374	0.407808
EP10_9	37	37_22	N/A	22	30	0.0124	20.597104	0.443374	0.407808
EP10_9	37	37_23	N/A	23	30	0.0124	20.552687	0.443374	0.407808
EP10_9	37	37_24	N/A	24	0	0.0124	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP11_1	38	38_1	N/A	1	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_2	N/A	2	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_3	N/A	3	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_4	N/A	4	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_5	N/A	5	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_6	N/A	6	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_7	N/A	7	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_8	N/A	8	4	0.0141	20.737761	0.443374	0.407808
EP11_1	38	38_9	N/A	9	4	0.0141	20.690607	0.443374	0.407808
EP11_1	38	38_10	N/A	10	4	0.0141	20.690124	0.443374	0.407808
EP11_1	38	38_11	N/A	11	4	0.0141	20.644258	0.443374	0.407808
EP11_1	38	38_12	N/A	12	4	0.0141	20.627199	0.443374	0.407808
EP11_1	38	38_13	N/A	13	4	0.0141	20.560572	0.443374	0.407808
EP11_1	38	38_14	N/A	14	4	0.0141	20.572642	0.443374	0.407808
EP11_1	38	38_15	N/A	15	4	0.0141	20.512775	0.443374	0.407808
EP11_1	38	38_16	N/A	16	4	0.0141	20.582781	0.443374	0.407808
EP11_1	38	38_17	N/A	17	4	0.0141	20.624785	0.443374	0.407808
EP11_1	38	38_18	N/A	18	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_19	N/A	19	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_20	N/A	20	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_21	N/A	21	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_22	N/A	22	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_23	N/A	23	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_24	N/A	24	0	0.0141	0.000000	0.000000	0.000000
EP11_2	39	39_1	N/A	1	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_2	N/A	2	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_3	N/A	3	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_4	N/A	4	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_5	N/A	5	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_6	N/A	6	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_7	N/A	7	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_8	N/A	8	4	0.0139	20.737761	0.443374	0.407808
EP11_2	39	39_9	N/A	9	4	0.0139	20.690607	0.443374	0.407808
EP11_2	39	39_10	N/A	10	4	0.0139	20.690124	0.443374	0.407808
EP11_2	39	39_11	N/A	11	4	0.0139	20.644258	0.443374	0.407808
EP11_2	39	39_12	N/A	12	4	0.0139	20.627199	0.443374	0.407808
EP11_2	39	39_13	N/A	13	4	0.0139	20.560572	0.443374	0.407808
EP11_2	39	39_14	N/A	14	4	0.0139	20.572642	0.443374	0.407808
EP11_2	39	39_15	N/A	15	4	0.0139	20.512775	0.443374	0.407808
EP11_2	39	39_16	N/A	16	4	0.0139	20.582781	0.443374	0.407808
EP11_2	39	39_17	N/A	17	4	0.0139	20.624785	0.443374	0.407808
EP11_2	39	39_18	N/A	18	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_19	N/A	19	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_20	N/A	20	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_21	N/A	21	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_22	N/A	22	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_23	N/A	23	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_24	N/A	24	0	0.0139	0.000000	0.000000	0.000000
EP11_3	40	40_1	N/A	1	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_2	N/A	2	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_3	N/A	3	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_4	N/A	4	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_5	N/A	5	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_6	N/A	6	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_7	N/A	7	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_8	N/A	8	4	0.0134	20.737761	0.443374	0.407808
EP11_3	40	40_9	N/A	9	4	0.0134	20.690607	0.443374	0.407808
EP11_3	40	40_10	N/A	10	4	0.0134	20.690124	0.443374	0.407808
EP11_3	40	40_11	N/A	11	4	0.0134	20.644258	0.443374	0.407808
EP11_3	40	40_12	N/A	12	4	0.0134	20.627199	0.443374	0.407808
EP11_3	40	40_13	N/A	13	4	0.0134	20.560572	0.443374	0.407808
EP11_3	40	40_14	N/A	14	4	0.0134	20.572642	0.443374	0.407808
EP11_3	40	40_15	N/A	15	4	0.0134	20.512775	0.443374	0.407808
EP11_3	40	40_16	N/A	16	4	0.0134	20.582781	0.443374	0.407808
EP11_3	40	40_17	N/A	17	4	0.0134	20.624785	0.443374	0.407808
EP11_3	40	40_18	N/A	18	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_19	N/A	19	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_20	N/A	20	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_21	N/A	21	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_22	N/A	22	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_23	N/A	23	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_24	N/A	24	0	0.0134	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP12_1	41	41_1	N/A	1	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_2	N/A	2	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_3	N/A	3	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_4	N/A	4	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_5	N/A	5	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_6	N/A	6	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_7	N/A	7	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_8	N/A	8	10	0.033	16.691517	0.378518	0.348262
EP12_1	41	41_9	N/A	9	10	0.033	16.654823	0.378518	0.348262
EP12_1	41	41_10	N/A	10	10	0.033	16.654341	0.378518	0.348262
EP12_1	41	41_11	N/A	11	10	0.033	16.618452	0.378518	0.348262
EP12_1	41	41_12	N/A	12	10	0.033	16.605095	0.378518	0.348262
EP12_1	41	41_13	N/A	13	10	0.033	16.553274	0.378518	0.348262
EP12_1	41	41_14	N/A	14	10	0.033	16.562608	0.378518	0.348262
EP12_1	41	41_15	N/A	15	10	0.033	16.515776	0.378518	0.348262
EP12_1	41	41_16	N/A	16	10	0.033	16.570494	0.378518	0.348262
EP12_1	41	41_17	N/A	17	10	0.033	16.603324	0.378518	0.348262
EP12_1	41	41_18	N/A	18	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_19	N/A	19	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_20	N/A	20	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_21	N/A	21	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_22	N/A	22	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_23	N/A	23	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_24	N/A	24	0	0.033	0.000000	0.000000	0.000000
EP12_2	42	42_1	N/A	1	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_2	N/A	2	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_3	N/A	3	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_4	N/A	4	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_5	N/A	5	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_6	N/A	6	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_7	N/A	7	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_8	N/A	8	44	0.0262	16.691517	0.378518	0.348262
EP12_2	42	42_9	N/A	9	44	0.0262	16.654823	0.378518	0.348262
EP12_2	42	42_10	N/A	10	44	0.0262	16.654341	0.378518	0.348262
EP12_2	42	42_11	N/A	11	44	0.0262	16.618452	0.378518	0.348262
EP12_2	42	42_12	N/A	12	44	0.0262	16.605095	0.378518	0.348262
EP12_2	42	42_13	N/A	13	44	0.0262	16.553274	0.378518	0.348262
EP12_2	42	42_14	N/A	14	44	0.0262	16.562608	0.378518	0.348262
EP12_2	42	42_15	N/A	15	44	0.0262	16.515776	0.378518	0.348262
EP12_2	42	42_16	N/A	16	44	0.0262	16.570494	0.378518	0.348262
EP12_2	42	42_17	N/A	17	44	0.0262	16.603324	0.378518	0.348262
EP12_2	42	42_18	N/A	18	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_19	N/A	19	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_20	N/A	20	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_21	N/A	21	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_22	N/A	22	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_23	N/A	23	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_24	N/A	24	0	0.0262	0.000000	0.000000	0.000000
EP12_3	43	43_1	N/A	1	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_2	N/A	2	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_3	N/A	3	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_4	N/A	4	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_5	N/A	5	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_6	N/A	6	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_7	N/A	7	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_8	N/A	8	10	0.0265	16.691517	0.378518	0.348262
EP12_3	43	43_9	N/A	9	10	0.0265	16.654823	0.378518	0.348262
EP12_3	43	43_10	N/A	10	10	0.0265	16.654341	0.378518	0.348262
EP12_3	43	43_11	N/A	11	10	0.0265	16.618452	0.378518	0.348262
EP12_3	43	43_12	N/A	12	10	0.0265	16.605095	0.378518	0.348262
EP12_3	43	43_13	N/A	13	10	0.0265	16.553274	0.378518	0.348262
EP12_3	43	43_14	N/A	14	10	0.0265	16.562608	0.378518	0.348262
EP12_3	43	43_15	N/A	15	10	0.0265	16.515776	0.378518	0.348262
EP12_3	43	43_16	N/A	16	10	0.0265	16.570494	0.378518	0.348262
EP12_3	43	43_17	N/A	17	10	0.0265	16.603324	0.378518	0.348262
EP12_3	43	43_18	N/A	18	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_19	N/A	19	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_20	N/A	20	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_21	N/A	21	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_22	N/A	22	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_23	N/A	23	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_24	N/A	24	0	0.0265	0.000000	0.000000	0.000000

Appendix F BACKGROUND NOISE MEASUREMENT RECORD

Photographic Record

Results of Background Noise Measurement

Sampling Date:	8 Jan 2020 to 9 Jan 2020	**Calibration**	
Weather Conditions:	Good	Calibrator Model:	Rion, NC-74
Wind Speed:	<5 m/s	Before:	94.0 dB(A)
Noise Meter Model:	Rion, NL-52	After:	94.0 dB(A)
Façade/Free-field:	Façade		

Location BG1

Time period	Mean Leq	Lmax	Lmin	L10	L90
0930-1030	61.7	78.5	54.8	62.4	59.9
1900-2000	59.5	80.2	43.7	62.1	54.2

Location BG2

Time period	Mean Leq	Lmax	Lmin	L10	L90
0930-1030	65.1	83.3	56.2	66.9	58.0
1900-2000	64.7	86.2	48.7	67.9	53.0

Location BG3

Time period	Mean Leq	Lmax	Lmin	L10	L90
0930-1030	71.0	92.5	44.9	57.2	47.4
1900-2000	46.8	60.0	43.2	48.6	44.5

Appendix G PHOTOGRAPHIC RECORD OF NOISE SENSITIVES RECEIVERS

CN1/DN1/IN1	CN2/DN2/IN2
CN3/DN3/IN3	CN4/DN4/IN4
CN5/DN5/IN5	CN6/DN6/IN6
CN7/DN7/IN7	IN8

Appendix H NOTIONAL SOURCES FOR CONSTRUCTION AND DEMOLITION NOISE ASSESSMENT

Figure H-1

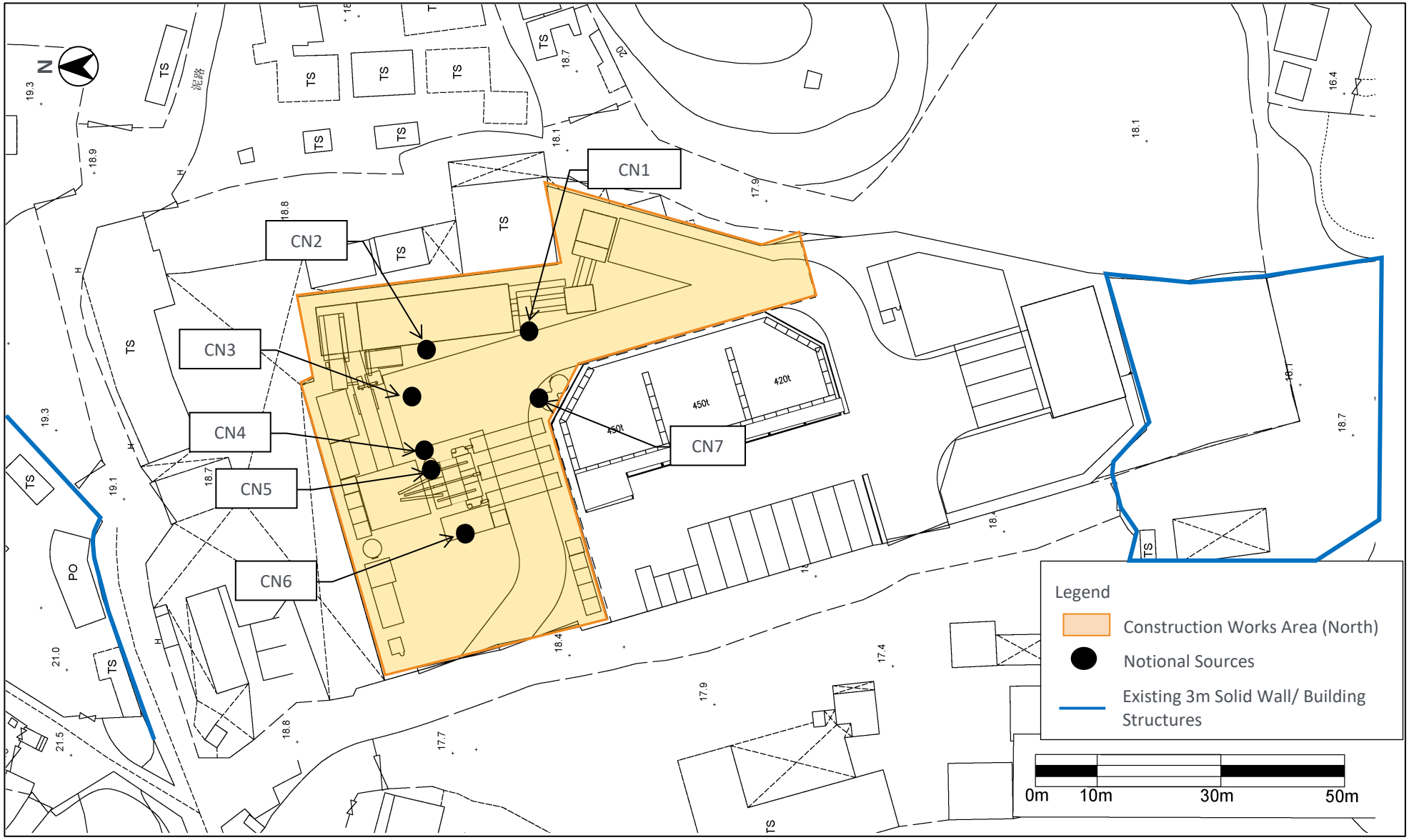

N
CN1
CN2
CN3
CN4
CN5
CN6
CN7
450t
420t
Legend
Construction Works Area (North)
Notional Sources
Existing 3m Solid Wall/ Building Structures
0m
10m
30m
50m

Figure H-2

N
CN1
CN2
CN3
CN4
CN5
CN6
CN7
Legend
Construction Works Area (South)
Notional Sources
Existing 3m Solid Wall/ Building Structures
0m
10m
30m
50m

Figure H-3

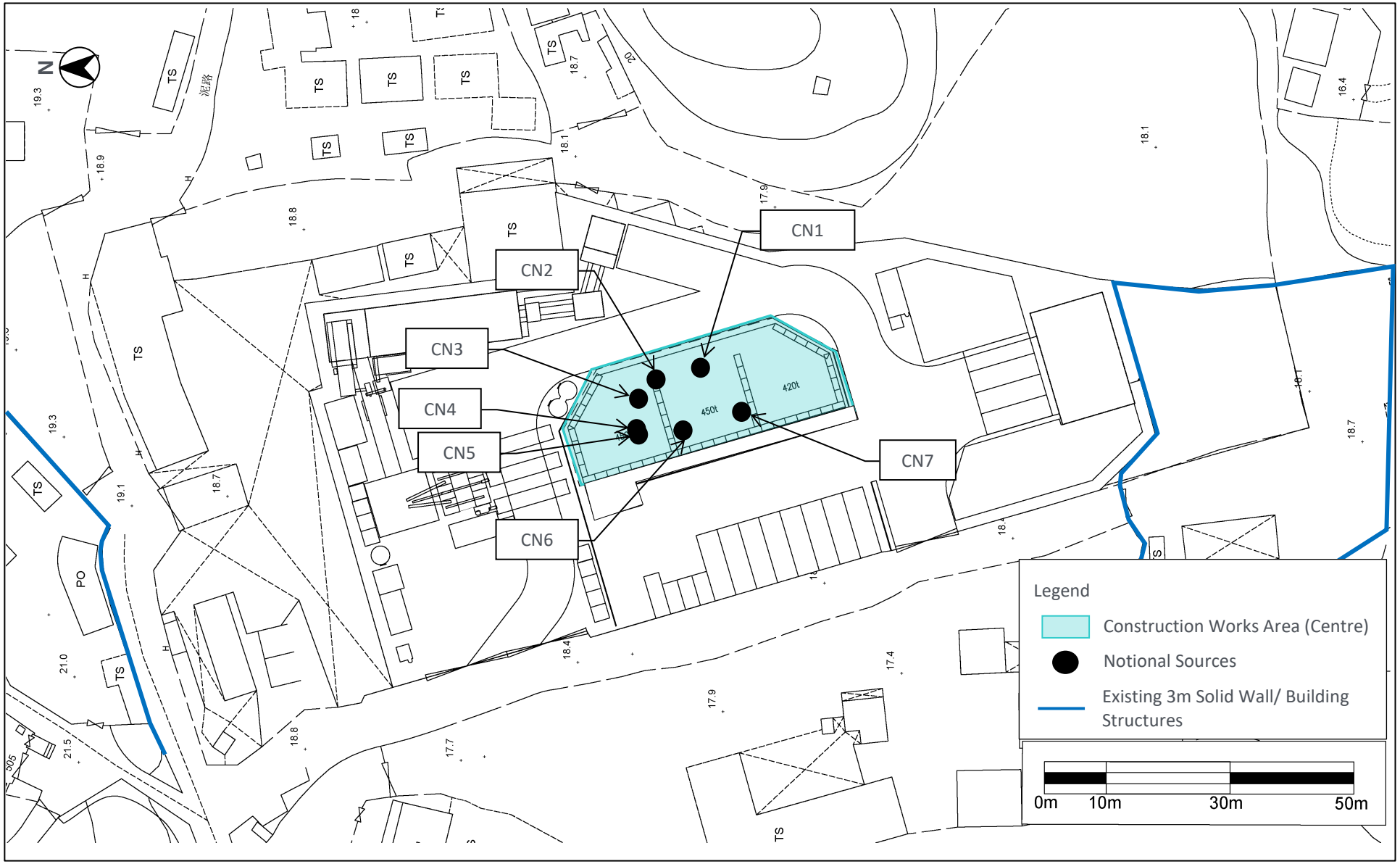
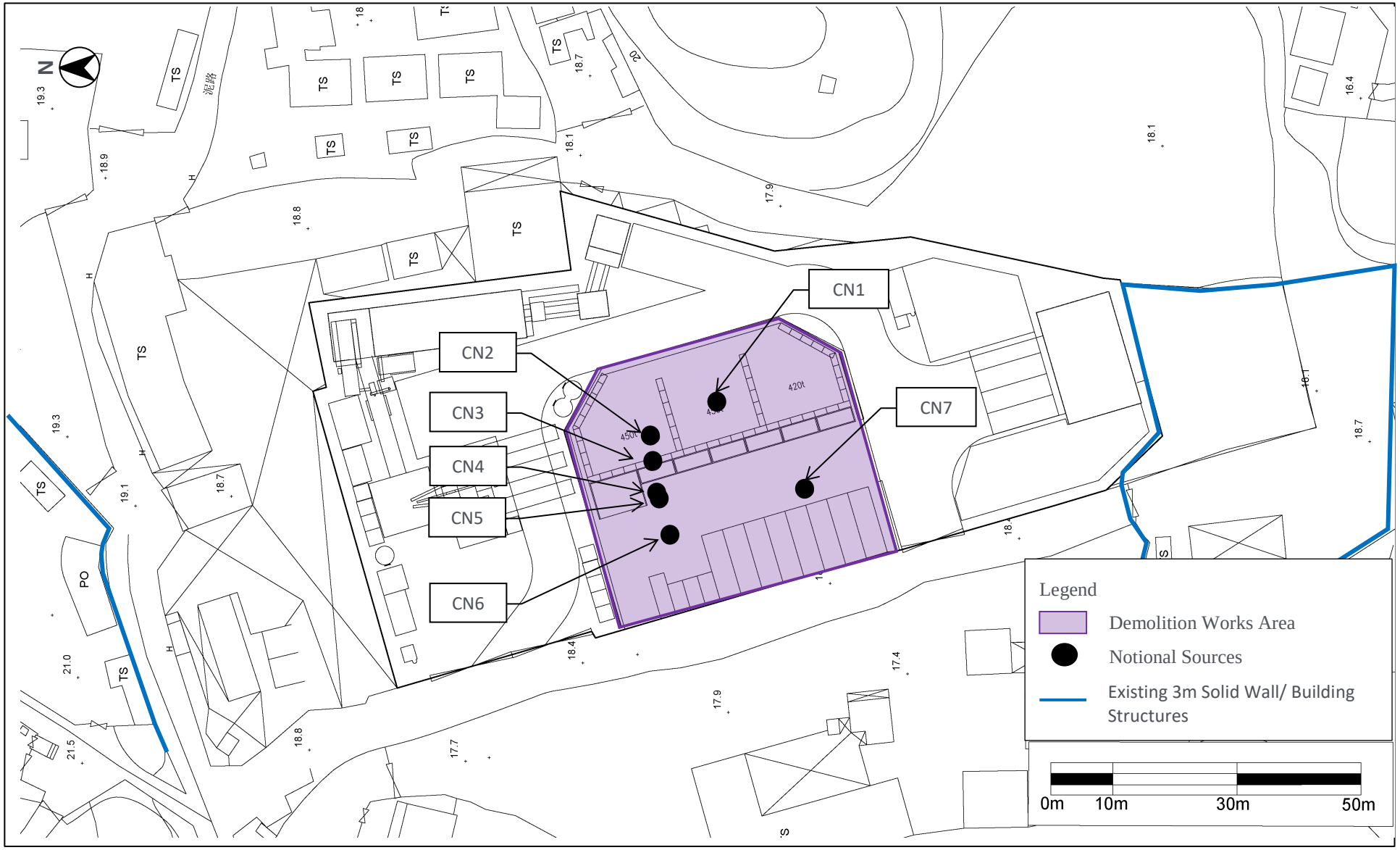
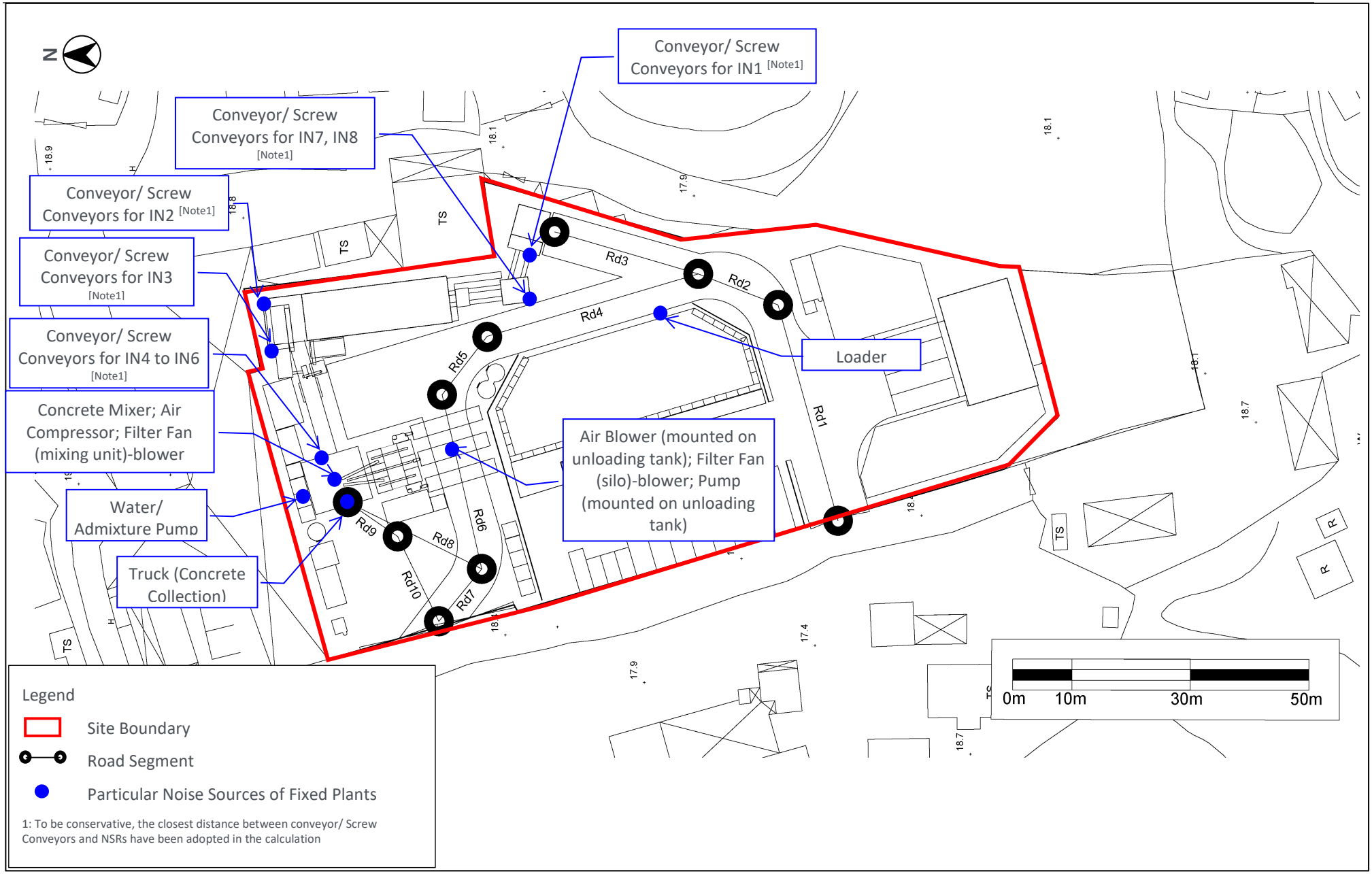

N
CN1
CN2
CN3
CN4
CN5
CN6
CN7
450t
420t
Legend
Construction Works Area (Centre)
Notional Sources
Existing 3m Solid Wall/ Building Structures
0m
10m
30m
50m

Figure H-4


N
CN1
CN2
CN3
CN4
CN5
CN6
CN7
Legend
Demolition Works Area
Notional Sources
Existing 3m Solid Wall/ Building Structures
0m
10m
30m
50m

Appendix I LOCATION OF FIXED NOISE SOURCES AND HAUL ROAD


N
Conveyor/ Screw Conveyors for IN1 [Note1]
Conveyor/ Screw Conveyors for IN7, IN8 [Note1]
Conveyor/ Screw Conveyors for IN2 [Note1]
Conveyor/ Screw Conveyors for IN3 [Note1]
Conveyor/ Screw Conveyors for IN4 to IN6 [Note1]
Concrete Mixer; Air Compressor; Filter Fan (mixing unit)-blower
Water/ Admixture Pump
Truck (Concrete Collection)
Air Blower (mounted on unloading tank); Filter Fan (silo)-blower; Pump (mounted on unloading tank)
Loader
Rd1
Rd2
Rd3
Rd4
Rd5
Rd6
Rd7
Rd8
Rd9
Rd10
TS
0m
10m
30m
50m
Legend
Site Boundary
Road Segment
Particular Noise Sources of Fixed Plants
1: To be conservative, the closest distance between conveyor/ Screw Conveyors and NSRs have been adopted in the calculation

Appendix J RESULT OF DEMOLITION NOISE IMPACT ASSESSMENT

CN1

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	96.5	50%	0	-47.7	-3	0	3	64.3
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	96.5	50%	0	-47.7	-3	0	3	57.3
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	96.5	50%	0	-47.7	-3	0	3	74.3
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	96.5	50%	0	-47.7	-3	0	3	60.3
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	96.5	100%	0	-47.7	0	0	3	55.3
										Total	75

CN2

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	110.2	50%	0	-48.8	-3	0	3	63.2
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	110.2	50%	0	-48.8	-3	0	3	56.2
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	110.2	50%	0	-48.8	-3	0	3	73.2
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	110.2	50%	0	-48.8	-3	0	3	59.2
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	110.2	100%	0	-48.8	0	0	3	54.2
										Total	74

CN3

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	105.3	50%	0	-48.4	-3	0	3	63.6
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	105.3	50%	0	-48.4	-3	0	3	56.6
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	105.3	50%	0	-48.4	-3	0	3	73.6
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	105.3	50%	0	-48.4	-3	0	3	59.6
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	105.3	100%	0	-48.4	0	0	3	54.6
										Total	74

CN4

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	125.8	50%	0	-50	-3	0	3	62.0
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	125.8	50%	0	-50	-3	0	3	55.0
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	125.8	50%	0	-50	-3	0	3	72.0
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	125.8	50%	0	-50	-3	0	3	58.0
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	125.8	100%	0	-50	0	0	3	53.0
										Total	73

CN5

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	89.5	50%	0	-47	-3	-5	3	60.0
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	89.5	50%	0	-47	-3	-5	3	53.0
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	89.5	50%	0	-47	-3	-5	3	70.0
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	89.5	50%	0	-47	-3	-5	3	56.0
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	89.5	100%	0	-47	0	-5	3	51.0
										Total	71

CN6

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	92.6	50%	0	-47.3	-3	0	3	64.7
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	92.6	50%	0	-47.3	-3	0	3	57.7
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	92.6	50%	0	-47.3	-3	0	3	74.7
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	92.6	50%	0	-47.3	-3	0	3	60.7
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	92.6	100%	0	-47.3	0	0	3	55.7
										Total	75

CN7

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 2), dB(A)
Stage 1 Demolition Works of Existing CBP											
Cutter, circular, steel (electric)	Other PME 056	112	1	130.3	50%	0	-50.3	-3	-5	3	56.7
Crane, mobile/barge mounted (diesel)	EPD-09837	105	1	130.3	50%	0	-50.3	-3	-5	3	49.7
Breaker, excavator mounted (hydraulic)	CNP 028	122	1	130.3	50%	0	-50.3	-3	-5	3	66.7
Breaker, hand-held, mass > 10kg and < 20kg	CNP 024	108	1	130.3	50%	0	-50.3	-3	-5	3	52.7
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	130.3	100%	0	-50.3	0	-5	3	47.7
										Total	67

Notes:

1. Predicted Noise Level (PNL) is in term of equivalent continuous sound pressure levels over 30 minute interval, $L_{eq(30min)}$.
2. "Other PME" is the "*Sound Power Levels of other Commonly used PME*" published by EPD which can be downloaded from
3. The existing solid wall and structures in font of CN5 and CN7 respectivly, due to no direct-line-of-sight to the Site, screening correction -5dB(A) is applied .
4.QPME (Crane, mobile) produced by the brand of Liebherr (model LTM 1100-4.2) will be adopted in the demolition phase, in order to reduce the SWL of the plant to 105dB(A). QPME code listed is for reference.

Appendix K RESULT OF CONSTRUCTION NOISE IMPACT ASSESSMENT

CN1

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	86.9	100%	0	-46.8	0	0	3	56.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	86.9	100%	0	-46.8	0	0	3	58.2
Concrete lorry mixer	CNP 044	109	1	86.9	50%	0	-46.8	-3	0	3	62.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	86.9	50%	0	-46.8	-3	0	3	65.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	86.9	50%	0	-46.8	-3	0	3	58.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	86.9	100%	0	-46.8	0	0	3	59.2
Cutter, circular, steel (electric)	Other PME 056	112	1	86.9	100%	0	-46.8	0	0	3	68.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	86.9	50%	0	-46.8	-3	0	3	65.2
										Total	72
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	97.8	100%	0	-47.8	0	0	3	55.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	97.8	100%	0	-47.8	0	0	3	57.2
Concrete lorry mixer	CNP 044	109	1	97.8	50%	0	-47.8	-3	0	3	61.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	97.8	50%	0	-47.8	-3	0	3	64.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	97.8	50%	0	-47.8	-3	0	3	57.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	97.8	100%	0	-47.8	0	0	3	58.2
Cutter, circular, steel (electric)	Other PME 056	112	1	97.8	100%	0	-47.8	0	0	3	67.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	97.8	50%	0	-47.8	-3	0	3	64.2
										Total	71
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	90.7	100%	0	-47.1	0	0	3	55.9
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	90.7	100%	0	-47.1	0	0	3	57.9
Concrete lorry mixer	CNP 044	109	1	90.7	50%	0	-47.1	-3	0	3	61.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	90.7	50%	0	-47.1	-3	0	3	64.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	90.7	50%	0	-47.1	-3	0	3	57.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	90.7	100%	0	-47.1	0	0	3	58.9
Cutter, circular, steel (electric)	Other PME 056	112	1	90.7	100%	0	-47.1	0	0	3	67.9
Excavator/loader, wheeled/tracked	CNP 081	112	1	90.7	50%	0	-47.1	-3	0	3	64.9
										Total	72
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	86.9	100%	0	-46.8	0	0	3	56.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	86.9	100%	0	-46.8	0	0	3	58.2
Concrete lorry mixer	CNP 044	109	1	86.9	50%	0	-46.8	-3	0	3	62.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	86.9	50%	0	-46.8	-3	0	3	65.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	86.9	50%	0	-46.8	-3	0	3	58.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	86.9	100%	0	-46.8	0	0	3	59.2
Cutter, circular, steel (electric)	Other PME 056	112	1	86.9	100%	0	-46.8	0	0	3	68.2
										Total	72
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	97.8	100%	0	-47.8	0	0	3	55.2
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	97.8	100%	0	-47.8	0	0	3	57.2
Concrete lorry mixer	CNP 044	109	1	97.8	50%	0	-47.8	-3	0	3	61.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	97.8	50%	0	-47.8	-3	0	3	64.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	97.8	50%	0	-47.8	-3	0	3	57.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	97.8	100%	0	-47.8	0	0	3	58.2
Cutter, circular, steel (electric)	Other PME 056	112	1	97.8	100%	0	-47.8	0	0	3	67.2
										Total	71
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	90.7	100%	0	-47.1	0	0	3	55.9
Air compressor, air flow > 10m3/min and <= 30m3/r	CNP 002	102	1	90.7	100%	0	-47.1	0	0	3	57.9
Concrete lorry mixer	CNP 044	109	1	90.7	50%	0	-47.1	-3	0	3	61.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	90.7	50%	0	-47.1	-3	0	3	64.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	90.7	50%	0	-47.1	-3	0	3	57.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	90.7	100%	0	-47.1	0	0	3	58.9
Cutter, circular, steel (electric)	Other PME 056	112	1	90.7	100%	0	-47.1	0	0	3	67.9
										Total	71

CN2

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	73.2	100%	0	-45.3	0	0	3	57.7
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	73.2	100%	0	-45.3	0	0	3	59.7
Concrete lorry mixer	CNP 044	109	1	73.2	50%	0	-45.3	-3	0	3	63.7
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	73.2	50%	0	-45.3	-3	0	3	66.7
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	73.2	50%	0	-45.3	-3	0	3	59.7
Drill, percussive, hand-held (electric)	CNP 064	103	1	73.2	100%	0	-45.3	0	0	3	60.7
Cutter, circular, steel (electric)	Other PME 056	112	1	73.2	100%	0	-45.3	0	0	3	69.7
Excavator/loader, wheeled/tracked	CNP 081	112	1	73.2	50%	0	-45.3	-3	0	3	66.7
										Total	74
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	150.7	100%	0	-51.5	0	0	3	51.5
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	150.7	100%	0	-51.5	0	0	3	53.5
Concrete lorry mixer	CNP 044	109	1	150.7	50%	0	-51.5	-3	0	3	57.5
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	150.7	50%	0	-51.5	-3	0	3	60.5
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	150.7	50%	0	-51.5	-3	0	3	53.5
Drill, percussive, hand-held (electric)	CNP 064	103	1	150.7	100%	0	-51.5	0	0	3	54.5
Cutter, circular, steel (electric)	Other PME 056	112	1	150.7	100%	0	-51.5	0	0	3	63.5
Excavator/loader, wheeled/tracked	CNP 081	112	1	150.7	50%	0	-51.5	-3	0	3	60.5
										Total	68
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	108.1	100%	0	-48.7	0	0	3	54.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	108.1	100%	0	-48.7	0	0	3	56.3
Concrete lorry mixer	CNP 044	109	1	108.1	50%	0	-48.7	-3	0	3	60.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	108.1	50%	0	-48.7	-3	0	3	63.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	108.1	50%	0	-48.7	-3	0	3	56.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	108.1	100%	0	-48.7	0	0	3	57.3
Cutter, circular, steel (electric)	Other PME 056	112	1	108.1	100%	0	-48.7	0	0	3	66.3
Excavator/loader, wheeled/tracked	CNP 081	112	1	108.1	50%	0	-48.7	-3	0	3	63.3
										Total	71
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	73.2	100%	0	-45.3	0	0	3	57.7
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	73.2	100%	0	-45.3	0	0	3	59.7
Concrete lorry mixer	CNP 044	109	1	73.2	50%	0	-45.3	-3	0	3	63.7
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	73.2	50%	0	-45.3	-3	0	3	66.7
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	73.2	50%	0	-45.3	-3	0	3	59.7
Drill, percussive, hand-held (electric)	CNP 064	103	1	73.2	100%	0	-45.3	0	0	3	60.7
Cutter, circular, steel (electric)	Other PME 056	112	1	73.2	100%	0	-45.3	0	0	3	69.7
										Total	73
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	150.7	100%	0	-51.5	0	0	3	51.5
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	150.7	100%	0	-51.5	0	0	3	53.5
Concrete lorry mixer	CNP 044	109	1	150.7	50%	0	-51.5	-3	0	3	57.5
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	150.7	50%	0	-51.5	-3	0	3	60.5
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	150.7	50%	0	-51.5	-3	0	3	53.5
Drill, percussive, hand-held (electric)	CNP 064	103	1	150.7	100%	0	-51.5	0	0	3	54.5
Cutter, circular, steel (electric)	Other PME 056	112	1	150.7	100%	0	-51.5	0	0	3	63.5
										Total	67
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	108.1	100%	0	-48.7	0	0	3	54.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	108.1	100%	0	-48.7	0	0	3	56.3
Concrete lorry mixer	CNP 044	109	1	108.1	50%	0	-48.7	-3	0	3	60.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	108.1	50%	0	-48.7	-3	0	3	63.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	108.1	50%	0	-48.7	-3	0	3	56.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	108.1	100%	0	-48.7	0	0	3	57.3
Cutter, circular, steel (electric)	Other PME 056	112	1	108.1	100%	0	-48.7	0	0	3	66.3
										Total	70

CN3

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	68.4	100%	0	-44.7	0	0	3	58.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	68.4	100%	0	-44.7	0	0	3	60.3
Concrete lorry mixer	CNP 044	109	1	68.4	50%	0	-44.7	-3	0	3	64.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	68.4	50%	0	-44.7	-3	0	3	67.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	68.4	50%	0	-44.7	-3	0	3	60.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	68.4	100%	0	-44.7	0	0	3	61.3
Cutter, circular, steel (electric)	Other PME 056	112	1	68.4	100%	0	-44.7	0	0	3	70.3
Excavator/loader, wheeled/tracked	CNP 081	112	1	68.4	50%	0	-44.7	-3	0	3	67.3
										Total	75
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	152.5	100%	0	-51.6	0	0	3	51.4
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	152.5	100%	0	-51.6	0	0	3	53.4
Concrete lorry mixer	CNP 044	109	1	152.5	50%	0	-51.6	-3	0	3	57.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	152.5	50%	0	-51.6	-3	0	3	60.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	152.5	50%	0	-51.6	-3	0	3	53.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	152.5	100%	0	-51.6	0	0	3	54.4
Cutter, circular, steel (electric)	Other PME 056	112	1	152.5	100%	0	-51.6	0	0	3	63.4
Excavator/loader, wheeled/tracked	CNP 081	112	1	152.5	50%	0	-51.6	-3	0	3	60.4
										Total	68
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	104.2	100%	0	-48.3	0	0	3	54.7
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	104.2	100%	0	-48.3	0	0	3	56.7
Concrete lorry mixer	CNP 044	109	1	104.2	50%	0	-48.3	-3	0	3	60.7
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	104.2	50%	0	-48.3	-3	0	3	63.7
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	104.2	50%	0	-48.3	-3	0	3	56.7
Drill, percussive, hand-held (electric)	CNP 064	103	1	104.2	100%	0	-48.3	0	0	3	57.7
Cutter, circular, steel (electric)	Other PME 056	112	1	104.2	100%	0	-48.3	0	0	3	66.7
Excavator/loader, wheeled/tracked	CNP 081	112	1	104.2	50%	0	-48.3	-3	0	3	63.7
										Total	71
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	68.4	100%	0	-44.7	0	0	3	58.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	68.4	100%	0	-44.7	0	0	3	60.3
Concrete lorry mixer	CNP 044	109	1	68.4	50%	0	-44.7	-3	0	3	64.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	68.4	50%	0	-44.7	-3	0	3	67.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	68.4	50%	0	-44.7	-3	0	3	60.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	68.4	100%	0	-44.7	0	0	3	61.3
Cutter, circular, steel (electric)	Other PME 056	112	1	68.4	100%	0	-44.7	0	0	3	70.3
										Total	74
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	152.5	100%	0	-51.6	0	0	3	51.4
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	152.5	100%	0	-51.6	0	0	3	53.4
Concrete lorry mixer	CNP 044	109	1	152.5	50%	0	-51.6	-3	0	3	57.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	152.5	50%	0	-51.6	-3	0	3	60.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	152.5	50%	0	-51.6	-3	0	3	53.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	152.5	100%	0	-51.6	0	0	3	54.4
Cutter, circular, steel (electric)	Other PME 056	112	1	152.5	100%	0	-51.6	0	0	3	63.4
										Total	67
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	104.2	100%	0	-48.3	0	0	3	54.7
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	104.2	100%	0	-48.3	0	0	3	56.7
Concrete lorry mixer	CNP 044	109	1	104.2	50%	0	-48.3	-3	0	3	60.7
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	104.2	50%	0	-48.3	-3	0	3	63.7
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	104.2	50%	0	-48.3	-3	0	3	56.7
Drill, percussive, hand-held (electric)	CNP 064	103	1	104.2	100%	0	-48.3	0	0	3	57.7
Cutter, circular, steel (electric)	Other PME 056	112	1	104.2	100%	0	-48.3	0	0	3	66.7
										Total	70

CN4

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	96.9	100%	0	-47.7	0	0	3	55.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	96.9	100%	0	-47.7	0	0	3	57.3
Concrete lorry mixer	CNP 044	109	1	96.9	50%	0	-47.7	-3	0	3	61.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	96.9	50%	0	-47.7	-3	0	3	64.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	96.9	50%	0	-47.7	-3	0	3	57.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	96.9	100%	0	-47.7	0	0	3	58.3
Cutter, circular, steel (electric)	Other PME 056	112	1	96.9	100%	0	-47.7	0	0	3	67.3
Excavator/loader, wheeled/tracked	CNP 081	112	1	96.9	50%	0	-47.7	-3	0	3	64.3
										Total	72
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	174.0	100%	0	-52.8	0	0	3	50.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	174.0	100%	0	-52.8	0	0	3	52.2
Concrete lorry mixer	CNP 044	109	1	174.0	50%	0	-52.8	-3	0	3	56.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	174.0	50%	0	-52.8	-3	0	3	59.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	174.0	50%	0	-52.8	-3	0	3	52.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	174.0	100%	0	-52.8	0	0	3	53.2
Cutter, circular, steel (electric)	Other PME 056	112	1	174.0	100%	0	-52.8	0	0	3	62.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	174.0	50%	0	-52.8	-3	0	3	59.2
										Total	66
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	127.5	100%	0	-50.1	0	0	3	52.9
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	127.5	100%	0	-50.1	0	0	3	54.9
Concrete lorry mixer	CNP 044	109	1	127.5	50%	0	-50.1	-3	0	3	58.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	127.5	50%	0	-50.1	-3	0	3	61.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	127.5	50%	0	-50.1	-3	0	3	54.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	127.5	100%	0	-50.1	0	0	3	55.9
Cutter, circular, steel (electric)	Other PME 056	112	1	127.5	100%	0	-50.1	0	0	3	64.9
Excavator/loader, wheeled/tracked	CNP 081	112	1	127.5	50%	0	-50.1	-3	0	3	61.9
										Total	69
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	96.9	100%	0	-47.7	0	0	3	55.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	96.9	100%	0	-47.7	0	0	3	57.3
Concrete lorry mixer	CNP 044	109	1	96.9	50%	0	-47.7	-3	0	3	61.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	96.9	50%	0	-47.7	-3	0	3	64.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	96.9	50%	0	-47.7	-3	0	3	57.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	96.9	100%	0	-47.7	0	0	3	58.3
Cutter, circular, steel (electric)	Other PME 056	112	1	96.9	100%	0	-47.7	0	0	3	67.3
										Total	71
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	174.0	100%	0	-52.8	0	0	3	50.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	174.0	100%	0	-52.8	0	0	3	52.2
Concrete lorry mixer	CNP 044	109	1	174.0	50%	0	-52.8	-3	0	3	56.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	174.0	50%	0	-52.8	-3	0	3	59.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	174.0	50%	0	-52.8	-3	0	3	52.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	174.0	100%	0	-52.8	0	0	3	53.2
Cutter, circular, steel (electric)	Other PME 056	112	1	174.0	100%	0	-52.8	0	0	3	62.2
										Total	66
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	127.5	100%	0	-50.1	0	0	3	52.9
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	127.5	100%	0	-50.1	0	0	3	54.9
Concrete lorry mixer	CNP 044	109	1	127.5	50%	0	-50.1	-3	0	3	58.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	127.5	50%	0	-50.1	-3	0	3	61.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	127.5	50%	0	-50.1	-3	0	3	54.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	127.5	100%	0	-50.1	0	0	3	55.9
Cutter, circular, steel (electric)	Other PME 056	112	1	127.5	100%	0	-50.1	0	0	3	64.9
										Total	68

CN5

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB (note3)	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	62.0	100%	0	-43.8	0	-5	3	54.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	62.0	100%	0	-43.8	0	-5	3	56.2
Concrete lorry mixer	CNP 044	109	1	62.0	50%	0	-43.8	-3	-5	3	60.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	62.0	50%	0	-43.8	-3	-5	3	63.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	62.0	50%	0	-43.8	-3	-5	3	56.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	62.0	100%	0	-43.8	0	-5	3	57.2
Cutter, circular, steel (electric)	Other PME 056	112	1	62.0	100%	0	-43.8	0	-5	3	66.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	62.0	50%	0	-43.8	-3	-5	3	63.2
										Total	70
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	137.6	100%	0	-50.8	0	-5	3	47.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	137.6	100%	0	-50.8	0	-5	3	49.2
Concrete lorry mixer	CNP 044	109	1	137.6	50%	0	-50.8	-3	-5	3	53.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	137.6	50%	0	-50.8	-3	-5	3	56.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	137.6	50%	0	-50.8	-3	-5	3	49.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	137.6	100%	0	-50.8	0	-5	3	50.2
Cutter, circular, steel (electric)	Other PME 056	112	1	137.6	100%	0	-50.8	0	-5	3	59.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	137.6	50%	0	-50.8	-3	-5	3	56.2
										Total	63
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	91.8	100%	0	-47.2	0	-5	3	50.8
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	91.8	100%	0	-47.2	0	-5	3	52.8
Concrete lorry mixer	CNP 044	109	1	91.8	50%	0	-47.2	-3	-5	3	56.8
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	91.8	50%	0	-47.2	-3	-5	3	59.8
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	91.8	50%	0	-47.2	-3	-5	3	52.8
Drill, percussive, hand-held (electric)	CNP 064	103	1	91.8	100%	0	-47.2	0	-5	3	53.8
Cutter, circular, steel (electric)	Other PME 056	112	1	91.8	100%	0	-47.2	0	-5	3	62.8
Excavator/loader, wheeled/tracked	CNP 081	112	1	91.8	50%	0	-47.2	-3	-5	3	59.8
										Total	67
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	62.0	100%	0	-43.8	0	-5	3	54.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	62.0	100%	0	-43.8	0	-5	3	56.2
Concrete lorry mixer	CNP 044	109	1	62.0	50%	0	-43.8	-3	-5	3	60.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	62.0	50%	0	-43.8	-3	-5	3	63.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	62.0	50%	0	-43.8	-3	-5	3	56.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	62.0	100%	0	-43.8	0	-5	3	57.2
Cutter, circular, steel (electric)	Other PME 056	112	1	62.0	100%	0	-43.8	0	-5	3	66.2
										Total	70
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	137.6	100%	0	-50.8	0	-5	3	47.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	137.6	100%	0	-50.8	0	-5	3	49.2
Concrete lorry mixer	CNP 044	109	1	137.6	50%	0	-50.8	-3	-5	3	53.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	137.6	50%	0	-50.8	-3	-5	3	56.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	137.6	50%	0	-50.8	-3	-5	3	49.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	137.6	100%	0	-50.8	0	-5	3	50.2
Cutter, circular, steel (electric)	Other PME 056	112	1	137.6	100%	0	-50.8	0	-5	3	59.2
										Total	63
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	91.8	100%	0	-47.2	0	-5	3	50.8
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	91.8	100%	0	-47.2	0	-5	3	52.8
Concrete lorry mixer	CNP 044	109	1	91.8	50%	0	-47.2	-3	-5	3	56.8
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	91.8	50%	0	-47.2	-3	-5	3	59.8
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	91.8	50%	0	-47.2	-3	-5	3	52.8
Drill, percussive, hand-held (electric)	CNP 064	103	1	91.8	100%	0	-47.2	0	-5	3	53.8
Cutter, circular, steel (electric)	Other PME 056	112	1	91.8	100%	0	-47.2	0	-5	3	62.8
										Total	66

CN6

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	76.5	100%	0	-45.7	0	0	3	57.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	76.5	100%	0	-45.7	0	0	3	59.3
Concrete lorry mixer	CNP 044	109	1	76.5	50%	0	-45.7	-3	0	3	63.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	76.5	50%	0	-45.7	-3	0	3	66.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	76.5	50%	0	-45.7	-3	0	3	59.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	76.5	100%	0	-45.7	0	0	3	60.3
Cutter, circular, steel (electric)	Other PME 056	112	1	76.5	100%	0	-45.7	0	0	3	69.3
Excavator/loader, wheeled/tracked	CNP 081	112	1	76.5	50%	0	-45.7	-3	0	3	66.3
										Total	74
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	135.2	100%	0	-50.6	0	0	3	52.4
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	135.2	100%	0	-50.6	0	0	3	54.4
Concrete lorry mixer	CNP 044	109	1	135.2	50%	0	-50.6	-3	0	3	58.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	135.2	50%	0	-50.6	-3	0	3	61.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	135.2	50%	0	-50.6	-3	0	3	54.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	135.2	100%	0	-50.6	0	0	3	55.4
Cutter, circular, steel (electric)	Other PME 056	112	1	135.2	100%	0	-50.6	0	0	3	64.4
Excavator/loader, wheeled/tracked	CNP 081	112	1	135.2	50%	0	-50.6	-3	0	3	61.4
										Total	69
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	107.7	100%	0	-48.6	0	0	3	54.4
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	107.7	100%	0	-48.6	0	0	3	56.4
Concrete lorry mixer	CNP 044	109	1	107.7	50%	0	-48.6	-3	0	3	60.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	107.7	50%	0	-48.6	-3	0	3	63.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	107.7	50%	0	-48.6	-3	0	3	56.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	107.7	100%	0	-48.6	0	0	3	57.4
Cutter, circular, steel (electric)	Other PME 056	112	1	107.7	100%	0	-48.6	0	0	3	66.4
Excavator/loader, wheeled/tracked	CNP 081	112	1	107.7	50%	0	-48.6	-3	0	3	63.4
										Total	71
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	76.5	100%	0	-45.7	0	0	3	57.3
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	76.5	100%	0	-45.7	0	0	3	59.3
Concrete lorry mixer	CNP 044	109	1	76.5	50%	0	-45.7	-3	0	3	63.3
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	76.5	50%	0	-45.7	-3	0	3	66.3
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	76.5	50%	0	-45.7	-3	0	3	59.3
Drill, percussive, hand-held (electric)	CNP 064	103	1	76.5	100%	0	-45.7	0	0	3	60.3
Cutter, circular, steel (electric)	Other PME 056	112	1	76.5	100%	0	-45.7	0	0	3	69.3
										Total	73
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	135.2	100%	0	-50.6	0	0	3	52.4
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	135.2	100%	0	-50.6	0	0	3	54.4
Concrete lorry mixer	CNP 044	109	1	135.2	50%	0	-50.6	-3	0	3	58.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	135.2	50%	0	-50.6	-3	0	3	61.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	135.2	50%	0	-50.6	-3	0	3	54.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	135.2	100%	0	-50.6	0	0	3	55.4
Cutter, circular, steel (electric)	Other PME 056	112	1	135.2	100%	0	-50.6	0	0	3	64.4
										Total	68
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	107.7	100%	0	-48.6	0	0	3	54.4
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	107.7	100%	0	-48.6	0	0	3	56.4
Concrete lorry mixer	CNP 044	109	1	107.7	50%	0	-48.6	-3	0	3	60.4
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	107.7	50%	0	-48.6	-3	0	3	63.4
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	107.7	50%	0	-48.6	-3	0	3	56.4
Drill, percussive, hand-held (electric)	CNP 064	103	1	107.7	100%	0	-48.6	0	0	3	57.4
Cutter, circular, steel (electric)	Other PME 056	112	1	107.7	100%	0	-48.6	0	0	3	66.4
										Total	70

CN7

PME	ID Code (note 2)	SWL, dB(A)	No. of PME	Horizontal Distance, m	% of time	No. of PME correction, dB	Dist correction, dB	% on time correction, dB	Screening, dB	Façade correction, dB	PNL (note 1), dB(A)
Stage 1a Construction of Fundation Work at the North											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	173.6	100%	0	-52.8	0	-5	3	45.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	173.6	100%	0	-52.8	0	-5	3	47.2
Concrete lorry mixer	CNP 044	109	1	173.6	50%	0	-52.8	-3	-5	3	51.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	173.6	50%	0	-52.8	-3	-5	3	54.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	173.6	50%	0	-52.8	-3	-5	3	47.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	173.6	100%	0	-52.8	0	-5	3	48.2
Cutter, circular, steel (electric)	Other PME 056	112	1	173.6	100%	0	-52.8	0	-5	3	57.2
Excavator/loader, wheeled/tracked	CNP 081	112	1	173.6	50%	0	-52.8	-3	-5	3	54.2
										Total	61
Stage 1b Construction of Fundation Work at the South											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	91.3	100%	0	-47.2	0	-5	3	50.8
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	91.3	100%	0	-47.2	0	-5	3	52.8
Concrete lorry mixer	CNP 044	109	1	91.3	50%	0	-47.2	-3	-5	3	56.8
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	91.3	50%	0	-47.2	-3	-5	3	59.8
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	91.3	50%	0	-47.2	-3	-5	3	52.8
Drill, percussive, hand-held (electric)	CNP 064	103	1	91.3	100%	0	-47.2	0	-5	3	53.8
Cutter, circular, steel (electric)	Other PME 056	112	1	91.3	100%	0	-47.2	0	-5	3	62.8
Excavator/loader, wheeled/tracked	CNP 081	112	1	91.3	50%	0	-47.2	-3	-5	3	59.8
										Total	67
Stage 1c Construction of Fundation Work at Centre (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	142.9	100%	0	-51.1	0	-5	3	46.9
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	142.9	100%	0	-51.1	0	-5	3	48.9
Concrete lorry mixer	CNP 044	109	1	142.9	50%	0	-51.1	-3	-5	3	52.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	142.9	50%	0	-51.1	-3	-5	3	55.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	142.9	50%	0	-51.1	-3	-5	3	48.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	142.9	100%	0	-51.1	0	-5	3	49.9
Cutter, circular, steel (electric)	Other PME 056	112	1	142.9	100%	0	-51.1	0	-5	3	58.9
Excavator/loader, wheeled/tracked	CNP 081	112	1	142.9	50%	0	-51.1	-3	-5	3	55.9
										Total	63
Stage 2a Construction of Superstructure Work (CBP)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	173.6	100%	0	-52.8	0	-5	3	45.2
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	173.6	100%	0	-52.8	0	-5	3	47.2
Concrete lorry mixer	CNP 044	109	1	173.6	50%	0	-52.8	-3	-5	3	51.2
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	173.6	50%	0	-52.8	-3	-5	3	54.2
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	173.6	50%	0	-52.8	-3	-5	3	47.2
Drill, percussive, hand-held (electric)	CNP 064	103	1	173.6	100%	0	-52.8	0	-5	3	48.2
Cutter, circular, steel (electric)	Other PME 056	112	1	173.6	100%	0	-52.8	0	-5	3	57.2
										Total	61
Stage 2b Construction of Superstructure Work (control room & water tanker)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	91.3	100%	0	-47.2	0	-5	3	50.8
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	91.3	100%	0	-47.2	0	-5	3	52.8
Concrete lorry mixer	CNP 044	109	1	91.3	50%	0	-47.2	-3	-5	3	56.8
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	91.3	50%	0	-47.2	-3	-5	3	59.8
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	91.3	50%	0	-47.2	-3	-5	3	52.8
Drill, percussive, hand-held (electric)	CNP 064	103	1	91.3	100%	0	-47.2	0	-5	3	53.8
Cutter, circular, steel (electric)	Other PME 056	112	1	91.3	100%	0	-47.2	0	-5	3	62.8
										Total	66
Stage 2c Construction of Superstructure Work (Storage Area)											
Generator, silenced, 75 dB(A) at 7 m	CNP 102	100	1	142.9	100%	0	-51.1	0	-5	3	46.9
Air compressor, air flow > 10m3/min and <= 30m3/min	CNP 002	102	1	142.9	100%	0	-51.1	0	-5	3	48.9
Concrete lorry mixer	CNP 044	109	1	142.9	50%	0	-51.1	-3	-5	3	52.9
Crane, mobile/barge mounted (diesel)	CNP 048	112	1	142.9	50%	0	-51.1	-3	-5	3	55.9
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	Other PME 142	105	1	142.9	50%	0	-51.1	-3	-5	3	48.9
Drill, percussive, hand-held (electric)	CNP 064	103	1	142.9	100%	0	-51.1	0	-5	3	49.9
Cutter, circular, steel (electric)	Other PME 056	112	1	142.9	100%	0	-51.1	0	-5	3	58.9
										Total	62

Notes:

1. Predicted Noise Level (PNL) is in term of equivalent continuous sound pressure levels over 30 minute interval, $L_{eq(30min)}$.
2. "Other PME" is the "*Sound Power Levels of other Commonly used PME*" published by EPD which can be downloaded from
3. The existing solid wall and structures in font of CN5 and CN7 respectivly, due to no direct-line-of-sight to the Site, screening correction -5dB(A) is applied .

Appendix L RESULT OF INDUSTRIAL NOISE IMPACT ASSESSMENT

Result of Noise Impact Assessment (07:00 to 19:00) Scenario 1

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [2]	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	39.6	59	63
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	73.5	NA	NA	30	100.0%	0.0	-45.3	NA	NA	0	3	42.5		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	122.2	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	31.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	46.6		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	38.6		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	121.9	NA	NA	5	16.7%	-7.8	-49.7	NA	NA	0	3	52.3		
Loader			CNP081	112	1	NA	0	112.0	84.7	NA	NA	5	16.7%	-7.8	-46.5	NA	NA	-5	3	55.7		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	107.8	15	2.0	NA	N/A	NA	-20.3	-19.6	-11.8	-5	3	33.1		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	84.4	15	7.5	NA	N/A	NA	-19.3	-13.8	-11.8	-5	3	39.9		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	74.3	15	17.9	NA	N/A	NA	-18.7	-10	-11.8	-5	3	44.3		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	82.6	15	24.6	NA	N/A	NA	-19.2	-8.6	-11.8	-5	3	45.2		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	94.6	15	3.3	NA	N/A	NA	-19.8	-17.4	-11.8	-5	3	35.8		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	113.8	15	5.9	NA	N/A	NA	-20.6	-14.8	-11.8	-5	3	37.6		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	124.2	15	11.3	NA	N/A	NA	-20.9	-12	-11.8	-5	3	40.1		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	123.4	15	4.5	NA	N/A	NA	-20.9	-16	-11.8	-5	3	36.1		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	131.2	15	4.3	NA	N/A	NA	-21.2	-16.3	-11.8	-5	3	35.5		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	42.7	59	63
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	55.0	NA	NA	30	100.0%	0.0	-42.8	NA	NA	0	3	45.0		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	79.1	NA	NA	30	100.0%	0.0	-45.9	NA	NA	0	3	35.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	49.7		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	41.7		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	86.0	NA	NA	5	16.7%	-7.8	-46.7	NA	NA	0	3	55.3		
Loader			CNP081	112	1	NA	0	112.0	117.4	NA	NA	5	16.7%	-7.8	-49.4	NA	NA	-5	3	52.8		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	147.2	15	12.3	NA	N/A	NA	-21.7	-11.7	-11.8	-5	3	39.6		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	130.8	15	1.2	NA	N/A	NA	-21.2	-21.8	-11.8	-5	3	30.0		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	111.1	15	1.7	NA	N/A	NA	-20.5	-20.3	-11.8	-5	3	32.2		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	107.3	15	10.2	NA	N/A	NA	-20.3	-12.5	-11.8	-5	3	40.2		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	90.0	15	7.6	NA	N/A	NA	-19.5	-13.7	-11.8	-5	3	39.8		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	99.0	15	11.9	NA	N/A	NA	-20.0	-11.8	-11.8	-5	3	41.2		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	98.1	15	3.8	NA	N/A	NA	-19.9	-16.8	-11.8	-5	3	36.3		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	91.0	15	0.9	NA	N/A	NA	-19.6	-22.9	-11.8	-5	3	30.5		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	103.4	15	3.0	NA	N/A	NA	-20.1	-17.8	-11.8	-5	3	35.1		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	44.5	60	61
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	59.9	NA	NA	30	100.0%	0.0	-43.5	NA	NA	0	3	44.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	61.8	NA	NA	30	100.0%	0.0	-43.8	NA	NA	0	3	37.2		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	51.5		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	43.5		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	69.4	NA	NA	5	16.7%	-7.8	-44.8	NA	NA	0	3	57.2		
Loader			CNP081	112	1	NA	0	112.0	119.9	NA	NA	5	16.7%	-7.8	-49.6	NA	NA	-5	3	52.6		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	145.2	15	14.2	NA	N/A	NA	-21.6	-11	-11.8	-5	3	40.4		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	134.7	15	3.0	NA	N/A	NA	-21.3	-17.8	-11.8	-5	3	33.9		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	117.2	15	6.0	NA	N/A	NA	-20.7	-14.8	-11.8	-5	3	37.5		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	110.0	15	2.7	NA	N/A	NA	-20.4	-18.3	-11.8	-5	3	34.3		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	87.4	15	6.0	NA	N/A	NA	-19.4	-14.7	-11.8	-5	3	38.9		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	87.7	15	18.1	NA	N/A	NA	-19.4	-10	-11.8	-5	3	43.6		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	81.8	15	3.3	NA	N/A	NA	-19.1	-17.3	-11.8	-5	3	36.6		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	74.2	15	2.6	NA	N/A	NA	-18.7	-18.4	-11.8	-5	3	35.9		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	84.6	15	7.4	NA	N/A	NA	-19.3	-13.9	-11.8	-5	3	39.8		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN4

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	42.0	58	61
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	40.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	83.2	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	34.6		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	49.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	41.0		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	88.3	NA	NA	5	16.7%	-7.8	-46.9	NA	NA	0	3	55.1		
Loader			CNP081	112	1	NA	0	112.0	148.8	NA	NA	5	16.7%	-7.8	-51.4	NA	NA	-5	3	50.8		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	165.6	15	12.9	NA	N/A	NA	-22.2	-11.5	-11.8	-5	3	39.3		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	163.2	15	3.8	NA	N/A	NA	-22.1	-16.7	-11.8	-5	3	34.2		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	150.1	15	7.4	NA	N/A	NA	-21.8	-13.9	-11.8	-5	3	37.3		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	140.6	15	4.1	NA	N/A	NA	-21.5	-16.4	-11.8	-5	3	35.1		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	116.9	15	2.0	NA	N/A	NA	-20.7	-19.6	-11.8	-5	3	32.7		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	107.1	15	15.6	NA	N/A	NA	-20.3	-10.6	-11.8	-5	3	42.1		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	96.2	15	11.2	NA	N/A	NA	-19.8	-12.1	-11.8	-5	3	41.1		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	90.8	15	5.5	NA	N/A	NA	-19.6	-15.1	-11.8	-5	3	38.3		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	94.4	15	9.5	NA	N/A	NA	-19.7	-12.8	-11.8	-5	3	40.5		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN5

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion , dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	44.2	59	61
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	56.1	NA	NA	30	100.0%	0.0	-43.0	NA	NA	-2	3	42.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	49.4	NA	NA	30	100.0%	0.0	-41.9	NA	NA	-2	3	37.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	51.2		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	43.2		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	53.4	NA	NA	5	16.7%	-7.8	-42.5	NA	NA	-2	3	57.5		
Loader			CNP081	112	1	NA	0	112.0	113.8	NA	NA	5	16.7%	-7.8	-49.1	NA	NA	-10	3	48.1		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	129.2	15	16.4	NA	N/A	NA	-21.1	-10.4	-11.8	-10	3	36.5		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	128.0	15	5.2	NA	N/A	NA	-21.1	-15.4	-11.8	-10	3	31.5		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	116.2	15	10.3	NA	N/A	NA	-20.7	-12.4	-11.8	-10	3	34.9		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	106.3	15	7.5	NA	N/A	NA	-20.3	-13.8	-11.8	-10	3	33.9		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	83.1	15	1.6	NA	N/A	NA	-19.2	-20.5	-11.8	-10	3	28.3		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	71.4	15	22.7	NA	N/A	NA	-18.5	-9	-11.8	-10	3	40.5		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	60.1	15	19.2	NA	N/A	NA	-17.8	-9.7	-11.8	-10	3	40.5		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	55.2	15	9.6	NA	N/A	NA	-17.4	-12.7	-11.8	-10	3	37.9		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	57.8	15	15.5	NA	N/A	NA	-17.6	-10.7	-11.8	-10	3	39.7		

Notes:

1 A 10dB(A) noise reduction was applied, as NSR5 is 1 storey building, and was blocked by the existing soild wall, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, as an 3m height existing solid wall, 4m height proposed noise barrier was erected between IN5 and semi-enclosed fixed plants

Predicted Noise Level at IN6

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion , dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	43.0	59	61
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	83.3	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	41.4		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	77.0	NA	NA	30	100.0%	0.0	-45.7	NA	NA	0	3	35.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	50.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	42.0		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	75.9	NA	NA	5	16.7%	-7.8	-45.6	NA	NA	0	3	56.4		
Loader			CNP081	112	1	NA	0	112.0	126.2	NA	NA	5	16.7%	-7.8	-50.0	NA	NA	-5	3	52.2		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	130.2	15	14.6	NA	N/A	NA	-21.1	-10.9	-11.8	-5	3	41.0		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	137.6	15	5.8	NA	N/A	NA	-21.4	-14.9	-11.8	-5	3	36.7		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	132.4	15	10.6	NA	N/A	NA	-21.2	-12.3	-11.8	-5	3	39.5		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	122.0	15	12.4	NA	N/A	NA	-20.9	-11.6	-11.8	-5	3	40.5		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	103.6	15	2.0	NA	N/A	NA	-20.2	-19.6	-11.8	-5	3	33.2		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	85.6	15	12.6	NA	N/A	NA	-19.3	-11.6	-11.8	-5	3	42.1		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	74.1	15	19.3	NA	N/A	NA	-18.7	-9.7	-11.8	-5	3	44.6		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	74.3	15	7.5	NA	N/A	NA	-18.7	-13.8	-11.8	-5	3	40.5		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	67.7	15	10.5	NA	N/A	NA	-18.3	-12.3	-11.8	-5	3	42.4		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN7

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion , dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	33.3	50	50
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	169.0	NA	NA	30	100.0%	0.0	-52.5	NA	NA	-2	3	33.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	198.4	NA	NA	30	100.0%	0.0	-53.9	NA	NA	-2	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	32.3		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	190.9	NA	NA	5	16.7%	-7.8	-53.6	NA	NA	-2	3	46.4		
Loader			CNP081	112	1	NA	0	112.0	149.6	NA	NA	5	16.7%	-7.8	-51.5	NA	NA	-10	3	45.7		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	119.0	15	14.6	NA	N/A	NA	-20.8	-10.9	-11.8	-10	3	36.3		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	138.2	15	0.6	NA	N/A	NA	-21.4	-24.5	-11.8	-10	3	22.1		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	157.8	15	1.6	NA	N/A	NA	-22	-20.6	-11.8	-10	3	25.4		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	159.4	15	8.4	NA	N/A	NA	-22	-13.3	-11.8	-10	3	32.7		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	176.5	15	3.7	NA	N/A	NA	-22.5	-16.8	-11.8	-10	3	28.7		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	172.4	15	9.1	NA	N/A	NA	-22.4	-13	-11.8	-10	3	32.6		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	178.9	15	2.7	NA	N/A	NA	-22.5	-18.3	-11.8	-10	3	27.2		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	186.3	15	1.4	NA	N/A	NA	-22.7	-21.1	-11.8	-10	3	24.2		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	177.6	15	4.4	NA	N/A	NA	-22.5	-16.1	-11.8	-10	3	29.4		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN7 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, as a 4m height proposed noise barrier was erected between IN7 and semi-enclosed fixed plants

Predicted Noise Level at IN8

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion , dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	33.3	49	50
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	217.9	NA	NA	30	100.0%	0.0	-54.7	NA	NA	0	3	33.1		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	247.9	NA	NA	30	100.0%	0.0	-55.9	NA	NA	0	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	32.3		
Truck (Concrete Collection)		Stationary	CNP044	109	6	Semi-enclosure	-10	106.8	240.4	NA	NA	5	16.7%	-7.8	-55.6	NA	NA	0	3	46.4		
Loader			CNP081	112	1	NA	0	112.0	196.6	NA	NA	5	16.7%	-7.8	-53.9	NA	NA	-10	3	43.3		
Rd1	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	166.7	15	11.1	NA	N/A	NA	-22.2	-12.1	-11.8	-10	3	33.7		
Rd2	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	184.2	15	0.1	NA	N/A	NA	-22.7	-34.5	-11.8	-10	3	10.8		
Rd3	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	204.1	15	0.5	NA	N/A	NA	-23.1	-25.7	-11.8	-10	3	19.2		
Rd4	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	206.7	15	5.7	NA	N/A	NA	-23.2	-15	-11.8	-10	3	29.8		
Rd5	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	224.9	15	2.9	NA	N/A	NA	-23.5	-18	-11.8	-10	3	26.5		
Rd6	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	221.7	15	7.2	NA	N/A	NA	-23.5	-14	-11.8	-10	3	30.5		
Rd8	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	228.5	15	2.2	NA	N/A	NA	-23.6	-19.1	-11.8	-10	3	25.3		
Rd9	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	235.9	15	1.2	NA	N/A	NA	-23.7	-21.9	-11.8	-10	3	22.4		
Rd10	Concrete truck	Haul Road	CNP044	109	12	NA	NA	NA	227.4	15	3.4	NA	N/A	NA	-23.6	-17.2	-11.8	-10	3	27.2		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN8 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

Result of Noise Impact Assessment (07:00 to 19:00) Scenario 2

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [2]	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	39.6	53	63
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	73.5	NA	NA	30	100.0%	0.0	-45.3	NA	NA	0	3	42.5		
Air Blower (mounted on unloading tank)		Stationary	Other PME	95	2	NA	0	98.0	108.4	NA	NA	30	100.0%	0.0	-48.7	NA	NA	-5	3	47.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	122.2	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	31.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	46.6		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	38.6		
Filter Fan (silo) - blower		Stationary	Other PME	95	2	Semi-enclosure	-10	88.0	108.4	NA	NA	30	100.0%	0.0	-48.7	NA	NA	0	3	42.3		
Pump (mounted on unloading tank)		Stationary	CNP 281	88	2	NA	0	91.0	108.4	NA	NA	30	100.0%	0.0	-48.7	NA	NA	-5	3	40.3		
Rd1	Aggregates Truck	Haul Road	Other PME	105	10	NA	NA	NA	107.8	15	2.0	NA	N/A	NA	-20.3	-19.6	-11.8	-5	3	28.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	107.8	15	2.0	NA	N/A	NA	-20.3	-19.6	-11.8	-5	3	28.3		
Rd2	Aggregates Truck	Haul Road	Other PME	105	10	NA	NA	NA	84.4	15	7.5	NA	N/A	NA	-19.3	-13.8	-11.8	-5	3	35.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	84.4	15	7.5	NA	N/A	NA	-19.3	-13.8	-11.8	-5	3	35.1		
Rd3	Aggregates Truck	Haul Road	Other PME	105	10	NA	NA	NA	74.3	15	17.9	NA	N/A	NA	-18.7	-10	-11.8	-5	3	39.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	74.3	15	17.9	NA	N/A	NA	-18.7	-10	-11.8	-5	3	39.5		
Rd4	Lorry	Haul Road	Other PME	105	10	NA	NA	NA	82.6	15	24.6	NA	N/A	NA	-19.2	-8.6	-11.8	-5	3	40.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	82.6	15	24.6	NA	N/A	NA	-19.2	-8.6	-11.8	-5	3	40.4		
Rd5	Lorry	Haul Road	Other PME	105	10	NA	NA	NA	94.6	15	3.3	NA	N/A	NA	-19.8	-17.4	-11.8	-5	3	31.0		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	94.6	15	3.3	NA	N/A	NA	-19.8	-17.4	-11.8	-5	3	31.0		
Rd6	Lorry	Haul Road	Other PME	105	10	NA	NA	NA	113.8	15	5.9	NA	N/A	NA	-20.6	-14.8	-11.8	-5	3	32.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	112	2	NA	NA	NA	113.8	15	5.9	NA	N/A	NA	-20.6	-14.8	-11.8	-5	3	32.8		
Rd7	Lorry	Haul Road	Other PME	105	12	NA	NA	NA	132.6	15	2.5	NA	N/A	NA	-21.2	-18.5	-11.8	-5	3	29.3		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	42.7	55	63
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	55.0	NA	NA	30	100.0%	0.0	-42.8	NA	NA	0	3	45.0		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	95.0	NA	NA	30	100.0%	0.0	-47.5	NA	NA	-5	3	48.5		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	79.1	NA	NA	30	100.0%	0.0	-45.9	NA	NA	0	3	35.1		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	49.7		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	41.7		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	95.0	NA	NA	30	100.0%	0.0	-47.5	NA	NA	0	3	43.5		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	95.0	NA	NA	30	100.0%	0.0	-47.5	NA	NA	-5	3	41.5		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	137.8678625	158.1523366	37.50185182	0.21402076	105	10	NA	NA	NA	147.2	15	12.3	NA	N/A	NA	-21.7	-11.7	-11.8	-5	3	34.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	137.8678625	158.1523366	37.50185182	0.21402076	112	2	NA	NA	NA	147.2	15	12.3	NA	N/A	NA	-21.7	-11.7	-11.8	-5	3	34.8		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	123.6908934	137.8678625	14.43942275	0.020986563	105	10	NA	NA	NA	130.8	15	1.2	NA	N/A	NA	-21.2	-21.8	-11.8	-5	3	25.2		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	123.6908934	137.8678625	14.43942275	0.020986563	112	2	NA	NA	NA	130.8	15	1.2	NA	N/A	NA	-21.2	-21.8	-11.8	-5	3	25.2		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	98.63194388	123.6908934	25.26813089	0.029376516	105	10	NA	NA	NA	111.1	15	1.7	NA	N/A	NA	-20.5	-20.3	-11.8	-5	3	27.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	98.63194388	123.6908934	25.26813089	0.029376516	112	2	NA	NA	NA	111.1	15	1.7	NA	N/A	NA	-20.5	-20.3	-11.8	-5	3	27.4		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	91.69094109	123.6908934	37.17288639	0.177859382	105	10	NA	NA	NA	107.3	15	10.2	NA	N/A	NA	-20.3	-12.5	-11.8	-5	3	35.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	91.69094109	123.6908934	37.17288639	0.177859382	112	2	NA	NA	NA	107.3	15	10.2	NA	N/A	NA	-20.3	-12.5	-11.8	-5	3	35.4		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	88.63702834	91.69094109	12.37841814	0.13316153	105	10	NA	NA	NA	90.0	15	7.6	NA	N/A	NA	-19.5	-13.7	-11.8	-5	3	35.0		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	88.63702834	91.69094109	12.37841814	0.13316153	112	2	NA	NA	NA	90.0	15	7.6	NA	N/A	NA	-19.5	-13.7	-11.8	-5	3	35.0		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	110.3602499	88.63702834	29.9046541	0.208174418	105	10	NA	NA	NA	99.0	15	11.9	NA	N/A	NA	-20	-11.8	-11.8	-5	3	36.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	110.3602499	88.63702834	29.9046541	0.208174418	112	2	NA	NA	NA	99.0	15	11.9	NA	N/A	NA	-20.0	-11.8	-11.8	-5	3	36.4		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	110.8825356	110.3602499	11.35273793	0.102563538	105	12	NA	NA	NA	110.5	15	5.9	NA	N/A	NA	-20.4	-14.9	-11.8	-5	3	33.7		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	44.5	56	61
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	59.9	NA	NA	30	100.0%	0.0	-43.5	NA	NA	0	3	44.3		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	86.0	NA	NA	30	100.0%	0.0	-46.7	NA	NA	-5	3	49.3		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	61.8	NA	NA	30	100.0%	0.0	-43.8	NA	NA	0	3	37.2		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	51.5		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	43.5		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	86.0	NA	NA	30	100.0%	0.0	-46.7	NA	NA	0	3	44.3		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	86.0	NA	NA	30	100.0%	0.0	-46.7	NA	NA	-5	3	42.3		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	141.0641334	151.4833128	37.50185182	0.247071889	105	10	NA	NA	NA	145.2	15	14.2	NA	N/A	NA	-21.6	-11.0	-11.8	-5	3	35.6		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	141.0641334	151.4833128	37.50185182	0.247071889	112	2	NA	NA	NA	145.2	15	14.2	NA	N/A	NA	-21.6	-11	-11.8	-5	3	35.6		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	128.4720679	141.0641334	14.43942275	0.05249859	105	10	NA	NA	NA	134.7	15	3.0	NA	N/A	NA	-21.3	-17.8	-11.8	-5	3	29.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	128.4720679	141.0641334	14.43942275	0.05249859	112	2	NA	NA	NA	134.7	15	3.0	NA	N/A	NA	-21.3	-17.8	-11.8	-5	3	29.1		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	106.3083038	128.4720679	25.26813089	0.103879317	105	10	NA	NA	NA	117.2	15	6.0	NA	N/A	NA	-20.7	-14.8	-11.8	-5	3	32.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	106.3083038	128.4720679	25.26813089	0.103879317	112	2	NA	NA	NA	117.2	15	6.0	NA	N/A	NA	-20.7	-14.8	-11.8	-5	3	32.7		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	91.6444215	128.4720679	37.17288639	0.046586479	105	10	NA	NA	NA	110.0	15	2.7	NA	N/A	NA	-20.4	-18.3	-11.8	-5	3	29.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	91.6444215	128.4720679	37.17288639	0.046586479	112	2	NA	NA	NA	110.0	15	2.7	NA	N/A	NA	-20.4	-18.3	-11.8	-5	3	29.5		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	83.37448906	91.6444215	12.37841814	0.105418074	105	10	NA	NA	NA	87.4	15	6.0	NA	N/A	NA	-19.4	-14.7	-11.8	-5	3	34.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	83.37448906	91.6444215	12.37841814	0.105418074	112	2	NA	NA	NA	87.4	15	6.0	NA	N/A	NA	-19.4	-14.7	-11.8	-5	3	34.1		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	94.20270306	83.37448906	29.9046541	0.315849082	105	10	NA	NA	NA	87.7	15	18.1	NA	N/A	NA	-19.4	-10	-11.8	-5	3	38.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	94.20270306	83.37448906	29.9046541	0.315849082	112	2	NA	NA	NA	87.7	15	18.1	NA	N/A	NA	-19.4	-10	-11.8	-5	3	38.8		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	90.46287835	94.20270306	11.35273793	0.116180792	105	12	NA	NA	NA	92.2	15	6.7	NA	N/A	NA	-19.6	-14.3	-11.8	-5	3	35.1		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN4

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of Source		End Coordinates of Source		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	42.0	54	61
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	40.8		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	108.7	NA	NA	30	100.0%	0.0	-48.7	NA	NA	-5	3	47.3		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	83.2	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	34.6		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	49.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	41.0		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	108.7	NA	NA	30	100.0%	0.0	-48.7	NA	NA	0	3	42.3		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	108.7	NA	NA	30	100.0%	0.0	-48.7	NA	NA	-5	3	40.3		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.338	843275.039	834695.451	843285.151	834677.394	843280.095	168.041662	165.334453	37.5018518	0.224876182	105	10	NA	NA	NA	165.6	15	12.9	NA	N/A	NA	-22.2	-11.5	-11.8	-5	3	34.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.338	843275.039	834695.451	843285.151	834677.394	843280.095	168.041662	165.334453	37.5018518	0.224876182	112	2	NA	NA	NA	165.6	15	12.9	NA	N/A	NA	-22.2	-11.5	-11.8	-5	3	34.5		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.451	843285.151	834700.652	843298.621	834698.051	843291.886	158.60763	168.041662	14.4394227	0.066971078	105	10	NA	NA	NA	163.2	15	3.8	NA	N/A	NA	-22.1	-16.7	-11.8	-5	3	29.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.451	843285.151	834700.652	843298.621	834698.051	843291.886	158.60763	168.041662	14.4394227	0.066971078	112	2	NA	NA	NA	163.2	15	3.8	NA	N/A	NA	-22.1	-16.7	-11.8	-5	3	29.4		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.652	843298.621	834707.677	843322.893	834704.165	843310.757	142.283788	158.60763	25.2681309	0.128480335	105	10	NA	NA	NA	150.1	15	7.4	NA	N/A	NA	-21.8	-13.9	-11.8	-5	3	32.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.652	843298.621	834707.677	843322.893	834704.165	843310.757	142.283788	158.60763	25.2681309	0.128480335	112	2	NA	NA	NA	150.1	15	7.4	NA	N/A	NA	-21.8	-13.9	-11.8	-5	3	32.5		
Rd4	Lorry	Haul Road	Other PME	834700.652	843298.621	834690.208	843334.297	834695.43	843316.459	122.81204	158.60763	37.1728864	0.07184429	105	10	NA	NA	NA	140.6	15	4.1	NA	N/A	NA	-21.5	-16.4	-11.8	-5	3	30.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.652	843298.621	834690.208	843334.297	834695.43	843316.459	122.81204	158.60763	37.1728864	0.07184429	112	2	NA	NA	NA	140.6	15	4.1	NA	N/A	NA	-21.5	-16.4	-11.8	-5	3	30.3		
Rd5	Lorry	Haul Road	Other PME	834690.208	843334.297	834680.429	843341.886	834685.319	843338.091	111.107868	122.81204	12.3784181	0.034497642	105	10	NA	NA	NA	116.9	15	2.0	NA	N/A	NA	-20.7	-19.6	-11.8	-5	3	27.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.208	843334.297	834680.429	843341.886	834685.319	843338.091	111.107868	122.81204	12.3784181	0.034497642	112	2	NA	NA	NA	116.9	15	2.0	NA	N/A	NA	-20.7	-19.6	-11.8	-5	3	27.9		
Rd6	Lorry	Haul Road	Other PME	834680.429	843341.886	834651.282	843335.2	834665.855	843338.543	105.107586	111.107868	29.9046541	0.271935109	105	10	NA	NA	NA	107.1	15	15.6	NA	N/A	NA	-20.3	-10.6	-11.8	-5	3	37.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.429	843341.886	834651.282	843335.2	834665.855	843338.543	105.107586	111.107868	29.9046541	0.271935109	112	2	NA	NA	NA	107.1	15	15.6	NA	N/A	NA	-20.3	-10.6	-11.8	-5	3	37.3		
Rd7	Lorry	Haul Road	Other PME	834651.282	843335.2	834642.535	843342.438	834646.909	843338.819	95.8812797	105.107586	11.3527379	0.065907214	105	12	NA	NA	NA	100.4	15	3.8	NA	N/A	NA	-20.0	-16.8	-11.8	-5	3	32.2		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN5

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of Source		End Coordinates of Source		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	44.2	55	61
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	56.1	NA	NA	30	100.0%	0.0	-43.0	NA	NA	-2	3	42.8		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	73.6	NA	NA	30	100.0%	0.0	-45.3	NA	NA	-10	3	45.7		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	49.4	NA	NA	30	100.0%	0.0	-41.9	NA	NA	-2	3	37.1		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	51.2		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	43.2		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	73.6	NA	NA	30	100.0%	0.0	-45.3	NA	NA	-2	3	43.7		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	73.6	NA	NA	30	100.0%	0.0	-45.3	NA	NA	-10	3	38.7		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.338	843275.039	834695.451	843285.151	834677.394	843280.095	132.422328	128.72986	37.5018518	0.286818189	105	10	NA	NA	NA	129.2	15	16.4	NA	N/A	NA	-21.1	-10.4	-11.8	-10	3	31.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.338	843275.039	834695.451	843285.151	834677.394	843280.095	132.422328	128.72986	37.5018518	0.286818189	112	2	NA	NA	NA	129.2	15	16.4	NA	N/A	NA	-21.1	-10.4	-11.8	-10	3	31.7		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.451	843285.151	834700.652	843298.621	834698.051	843291.886	123.754444	132.422328	14.4394227	0.090241612	105	10	NA	NA	NA	128.0	15	5.2	NA	N/A	NA	-21.1	-15.4	-11.8	-10	3	26.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.451	843285.151	834700.652	843298.621	834698.051	843291.886	123.754444	132.422328	14.4394227	0.090241612	112	2	NA	NA	NA	128.0	15	5.2	NA	N/A	NA	-21.1	-15.4	-11.8	-10	3	26.7		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.652	843298.621	834707.677	843322.893	834704.165	843310.757	109.534354	123.754444	25.2681309	0.179640793	105	10	NA	NA	NA	116.2	15	10.3	NA	N/A	NA	-20.7	-12.4	-11.8	-10	3	30.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.652	843298.621	834707.677	843322.893	834704.165	843310.757	109.534354	123.754444	25.2681309	0.179640793	112	2	NA	NA	NA	116.2	15	10.3	NA	N/A	NA	-20.7	-12.4	-11.8	-10	3	30.1		
Rd4	Lorry	Haul Road	Other PME	834700.652	843298.621	834690.208	843334.297	834695.43	843316.459	89.2297808	123.754444	37.1728864	0.13122173	105	10	NA	NA	NA	106.3	15	7.5	NA	N/A	NA	-20.3	-13.8	-11.8	-10	3	29.1		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.652	843298.621	834690.208	843334.297	834695.43	843316.459	89.2297808	123.754444	37.1728864	0.13122173	112	2	NA	NA	NA	106.3	15	7.5	NA	N/A	NA	-20.3	-13.8	-11.8	-10	3	29.1		
Rd5	Lorry	Haul Road	Other PME	834690.208	843334.297	834680.429	843341.886	834685.319	843338.091	77.0713857	89.2297808	12.3784181	0.028019205	105	10	NA	NA	NA	83.1	15	1.6	NA	N/A	NA	-19.2	-20.5	-11.8	-10	3	23.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.208	843334.297	834680.429	843341.886	834685.319	843338.091	77.0713857	89.2297808	12.3784181	0.028019205	112	2	NA	NA	NA	83.1	15	1.6	NA	N/A	NA	-19.2	-20.5	-11.8	-10	3	23.5		
Rd6	Lorry	Haul Road	Other PME	834680.429	843341.886	834651.282	843335.2	834665.855	843338.543	68.5382098	77.0713857	29.9046541	0.396952787	105	10	NA	NA	NA	71.4	15	22.7	NA	N/A	NA	-18.5	-9	-11.8	-10	3	35.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.429	843341.886	834651.282	843335.2	834665.855	843338.543	68.5382098	77.0713857	29.9046541	0.396952787	112	2	NA	NA	NA	71.4	15	22.7	NA	N/A	NA	-18.5	-9	-11.8	-10	3	35.7		
Rd7	Lorry	Haul Road	Other PME	834651.282	843335.2	834642.535	843342.438	834646.909	843338.819	59.2902004	68.5382098	11.3527379	0.103341549	105	12	NA	NA	NA	63.8	15	5.9	NA	N/A	NA	-18.1	-14.8	-11.8	-10	3	31.1		

Notes:

1 A 10dB(A) noise reduction was applied, as NSR5 is 1 storey building, and was blocked by existing solid wall, thus, no line of sight to the entire proposed development as well as the haul road.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

3 A 2 dB(A) noise reduction was addopted as double diffraction, as an 3m height existing solid wall, 4m height proposed noise barrier was erected between IN5 and semi-enclosed fixed plants

Predicted Noise Level at IN6

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	43.0	55	61
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	83.3	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	41.4		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	90.4	NA	NA	30	100.0%	0.0	-47.1	NA	NA	-5	3	48.9		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	77.0	NA	NA	30	100.0%	0.0	-45.7	NA	NA	0	3	35.3		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	50.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	42.0		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	90.4	NA	NA	30	100.0%	0.0	-47.1	NA	NA	0	3	43.9		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	90.4	NA	NA	30	100.0%	0.0	-47.1	NA	NA	-5	3	41.9		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	139.7859363	122.66707	37.50185182	0.255504667	105	10	NA	NA	NA	130.2	15	14.6	NA	N/A	NA	-21.1	-10.9	-11.8	-5	3	36.2		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	139.7859363	122.66707	37.50185182	0.255504667	112	2	NA	NA	NA	130.2	15	14.6	NA	N/A	NA	-21.1	-10.9	-11.8	-5	3	36.2		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	135.7728868	139.7859363	14.43942275	0.100725459	105	10	NA	NA	NA	137.6	15	5.8	NA	N/A	NA	-21.4	-14.9	-11.8	-5	3	31.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	135.7728868	139.7859363	14.43942275	0.100725459	112	2	NA	NA	NA	137.6	15	5.8	NA	N/A	NA	-21.4	-14.9	-11.8	-5	3	31.9		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	130.1121663	135.7728868	25.26813089	0.185545186	105	10	NA	NA	NA	132.4	15	10.6	NA	N/A	NA	-21.2	-12.3	-11.8	-5	3	34.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	130.1121663	135.7728868	25.26813089	0.185545186	112	2	NA	NA	NA	132.4	15	10.6	NA	N/A	NA	-21.2	-12.3	-11.8	-5	3	34.7		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	109.5857731	135.7728868	37.17288639	0.216715252	105	10	NA	NA	NA	122.0	15	12.4	NA	N/A	NA	-20.9	-11.6	-11.8	-5	3	35.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	109.5857731	135.7728868	37.17288639	0.216715252	112	2	NA	NA	NA	122.0	15	12.4	NA	N/A	NA	-20.9	-11.6	-11.8	-5	3	35.7		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	97.73878915	109.5857731	12.37841814	0.034671403	105	10	NA	NA	NA	103.6	15	2.0	NA	N/A	NA	-20.2	-19.6	-11.8	-5	3	28.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	97.73878915	109.5857731	12.37841814	0.034671403	112	2	NA	NA	NA	103.6	15	2.0	NA	N/A	NA	-20.2	-19.6	-11.8	-5	3	28.4		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	74.40984226	97.73878915	29.9046541	0.219831705	105	10	NA	NA	NA	85.6	15	12.6	NA	N/A	NA	-19.3	-11.6	-11.8	-5	3	37.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	74.40984226	97.73878915	29.9046541	0.219831705	112	2	NA	NA	NA	85.6	15	12.6	NA	N/A	NA	-19.3	-11.6	-11.8	-5	3	37.3		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	63.15895539	74.40984226	11.35273793	0.022133393	105	12	NA	NA	NA	68.8	15	1.3	NA	N/A	NA	-18.4	-21.5	-11.8	-5	3	29.1		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Predicted Noise Level at IN7

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	33.3	46	50
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	169.0	NA	NA	30	100.0%	0.0	-52.5	NA	NA	-2	3	33.3		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	174.5	NA	NA	30	100.0%	0.0	-52.8	NA	NA	-10	3	38.2		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	198.4	NA	NA	30	100.0%	0.0	-53.9	NA	NA	-2	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	32.3		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	174.5	NA	NA	30	100.0%	0.0	-52.8	NA	NA	-2	3	36.2		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	174.5	NA	NA	30	100.0%	0.0	-52.8	NA	NA	-2	3	39.2		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	130.9979806	108.8496517	37.50185182	0.254116719	105	10	NA	NA	NA	119.0	15	14.6	NA	N/A	NA	-20.8	-10.9	-11.8	-10	3	31.5		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	130.9979806	108.8496517	37.50185182	0.254116719	112	2	NA	NA	NA	119.0	15	14.6	NA	N/A	NA	-20.8	-10.9	-11.8	-10	3	31.5		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	145.3567531	130.9979806	14.43942275	0.011044288	105	10	NA	NA	NA	138.2	15	0.6	NA	N/A	NA	-21.4	-24.5	-11.8	-10	3	17.3		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	145.3567531	130.9979806	14.43942275	0.011044288	112	2	NA	NA	NA	138.2	15	0.6	NA	N/A	NA	-21.4	-24.5	-11.8	-10	3	17.3		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	170.2484345	145.3567531	25.26813089	0.02762396	105	10	NA	NA	NA	157.8	15	1.6	NA	N/A	NA	-22	-20.6	-11.8	-10	3	20.6		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	170.2484345	145.3567531	25.26813089	0.02762396	112	2	NA	NA	NA	157.8	15	1.6	NA	N/A	NA	-22	-20.6	-11.8	-10	3	20.6		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	174.3281567	145.3567531	37.17288639	0.146446552	105	10	NA	NA	NA	159.4	15	8.4	NA	N/A	NA	-22	-13.3	-11.8	-10	3	27.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	174.3281567	145.3567531	37.17288639	0.146446552	112	2	NA	NA	NA	159.4	15	8.4	NA	N/A	NA	-22	-13.3	-11.8	-10	3	27.9		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	178.809079	174.3281567	12.37841814	0.065367785	105	10	NA	NA	NA	176.5	15	3.7	NA	N/A	NA	-22.5	-16.8	-11.8	-10	3	23.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	178.809079	174.3281567	12.37841814	0.065367785	112	2	NA	NA	NA	176.5	15	3.7	NA	N/A	NA	-22.5	-16.8	-11.8	-10	3	23.9		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	167.0455924	178.809079	29.9046541	0.159250718	105	10	NA	NA	NA	172.4	15	9.1	NA	N/A	NA	-22.4	-13	-11.8	-10	3	27.8		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	167.0455924	178.809079	29.9046541	0.159250718	112	2	NA	NA	NA	172.4	15	9.1	NA	N/A	NA	-22.4	-13	-11.8	-10	3	27.8		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	173.6498972	167.0455924	11.35273793	0.054223932	105	12	NA	NA	NA	170.3	15	3.1	NA	N/A	NA	-22.3	-17.6	-11.8	-10	3	24.1		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN7 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

3 A 2 dB(A) noise reduction was addopted as double diffraction, as a 4m height proposed noise barrier was erected between IN7 and semi-enclosed fixed plants

Predicted Noise Level at IN8

Fixed-noise Sources		Source Type	Ref. Code	Start Coordinates of		End Coordinates of		Midpoint of routes		Calculation of Angle by Law of Cosines				SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
				x	y	x	y	x	y	a	b	c	c (radian)											Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045					834666.8	843359.0					96	1	Semi-enclosure	-10	86.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	33.3	45	50
Conveyor / Screw Conveyors		Stationary	CNP 041											90	3	Semi-enclosure	-10	84.8	217.9	NA	NA	30	100.0%	0.0	-54.7	NA	NA	0	3	33.1		
Air Blower (mounted on unloading tank)		Stationary	Other PME					834671.6	843339.5					95	2	NA	0	98.0	223.6	NA	NA	30	100.0%	0.0	-55.0	NA	NA	-10	3	36.0		
Water / Admixture Pump		Stationary	CNP 281					834664.8	843365.1					88	1	Semi-enclosure	-10	78.0	247.9	NA	NA	30	100.0%	0.0	-55.9	NA	NA	0	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001					834666.8	843359.0					100	2	Semi-enclosure	-10	93.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME					834666.8	843359.0					95	1	Semi-enclosure	-10	85.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	32.3		
Filter Fan (silo) - blower		Stationary	Other PME					834671.6	843339.5					95	2	Semi-enclosure	-10	88.0	223.6	NA	NA	30	100.0%	0.0	-55.0	NA	NA	0	3	36.0		
Pump (mounted on unloading tank)		Stationary	CNP 281					834671.6	843339.5					88	2	NA	0	91.0	223.6	NA	NA	30	100.0%	0.0	-55.0	NA	NA	-10	3	29.0		
Rd1	Aggregates Truck	Haul Road	Other PME	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	177.0152588	157.9671075	37.50185182	0.193484871	105	10	NA	NA	NA	166.7	15	11.1	NA	N/A	NA	-22.2	-12.1	-11.8	-10	3	28.9		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834659.3377	843275.0389	834695.4505	843285.151	834677.3941	843280.095	177.0152588	157.9671075	37.50185182	0.193484871	112	2	NA	NA	NA	166.7	15	11.1	NA	N/A	NA	-22.2	-12.1	-11.8	-10	3	28.9		
Rd2	Aggregates Truck	Haul Road	Other PME	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	191.4532204	177.0152588	14.43942275	0.001115817	105	10	NA	NA	NA	184.2	15	0.1	NA	N/A	NA	-22.7	-34.5	-11.8	-10	3	6.0		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834695.4505	843285.151	834700.6523	843298.6209	834698.0514	843291.886	191.4532204	177.0152588	14.43942275	0.001115817	112	2	NA	NA	NA	184.2	15	0.1	NA	N/A	NA	-22.7	-34.5	-11.8	-10	3	6.0		
Rd3	Aggregates Truck	Haul Road	Other PME	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	216.6616535	191.4532204	25.26813089	0.008523205	105	10	NA	NA	NA	204.1	15	0.5	NA	N/A	NA	-23.1	-25.7	-11.8	-10	3	14.4		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834707.6768	843322.893	834704.1646	843310.757	216.6616535	191.4532204	25.26813089	0.008523205	112	2	NA	NA	NA	204.1	15	0.5	NA	N/A	NA	-23.1	-25.7	-11.8	-10	3	14.4		
Rd4	Lorry	Haul Road	Other PME	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	222.3870398	191.4532204	37.17288639	0.099942325	105	10	NA	NA	NA	206.7	15	5.7	NA	N/A	NA	-23.2	-15	-11.8	-10	3	25.0		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834700.6523	843298.6209	834690.2084	843334.2965	834695.4304	843316.4587	222.3870398	191.4532204	37.17288639	0.099942325	112	2	NA	NA	NA	206.7	15	5.7	NA	N/A	NA	-23.2	-15	-11.8	-10	3	25.0		
Rd5	Lorry	Haul Road	Other PME	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	227.5495584	222.3870398	12.37841814	0.050017752	105	10	NA	NA	NA	224.9	15	2.9	NA	N/A	NA	-23.5	-18	-11.8	-10	3	21.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834690.2084	843334.2965	834680.4293	843341.8856	834685.3189	843338.0911	227.5495584	222.3870398	12.37841814	0.050017752	112	2	NA	NA	NA	224.9	15	2.9	NA	N/A	NA	-23.5	-18	-11.8	-10	3	21.7		
Rd6	Lorry	Haul Road	Other PME	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	216.783407	227.5495584	29.9046541	0.125698559	105	10	NA	NA	NA	221.7	15	7.2	NA	N/A	NA	-23.5	-14	-11.8	-10	3	25.7		
	Cement / PFA / GGBS/ Admxture tanker	Haul Road	CNP 141	834680.4293	843341.8856	834651.2816	843335.1998	834665.8555	843338.5427	216.783407	227.5495584	29.9046541	0.125698559	112	2	NA	NA	NA	221.7	15	7.2	NA	N/A	NA	-23.5	-14	-11.8	-10	3	25.7		
Rd7	Lorry	Haul Road	Other PME	834651.2816	843335.1998	834642.5354	843342.4378	834646.9085	843338.8188	223.4999812	216.783407	11.35273793	0.041584331	105	12	NA	NA	NA	220.1	15	2.4	NA	N/A	NA	-23.4	-18.8	-11.8	-10	3	21.8		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN8 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 "Aggregates Truck" is lorry used to transport raw material to the Site. With reference to the Sound Power Levels of Other Commonly Used PME from EPD, the sound power level is 105dB(A) for the Lorry lorry with the weight in between 5.5 tonne and 38 tonnes

Result of Noise Impact Assessment (19:00 To 23:00)

Predicted Noise Level at IN1

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A) [2]	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	39.6	52	57
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	73.5	NA	NA	30	100.0%	0.0	-45.3	NA	NA	0	3	42.5		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	122.2	NA	NA	30	100.0%	0.0	-49.7	NA	NA	0	3	31.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	46.6		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	118.2	NA	NA	30	100.0%	0.0	-49.4	NA	NA	0	3	38.6		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	121.9	NA	NA	5	16.7%	-7.8	-49.7	NA	NA	0	3	47.5		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	107.8	15	2.0	NA	N/A	NA	-20.3	-19.6	-11.8	-5	3	28.3		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	84.4	15	7.5	NA	N/A	NA	-19.3	-13.8	-11.8	-5	3	35.1		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	74.3	15	17.9	NA	N/A	NA	-18.7	-10	-11.8	-5	3	39.5		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	82.6	15	24.6	NA	N/A	NA	-19.2	-8.6	-11.8	-5	3	40.4		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	94.6	15	3.3	NA	N/A	NA	-19.8	-17.4	-11.8	-5	3	31.0		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	113.8	15	5.9	NA	N/A	NA	-20.6	-14.8	-11.8	-5	3	32.8		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	124.2	15	11.3	NA	N/A	NA	-20.9	-12	-11.8	-5	3	35.3		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	123.4	15	4.5	NA	N/A	NA	-20.9	-16	-11.8	-5	3	31.3		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	131.2	15	4.3	NA	N/A	NA	-21.2	-16.3	-11.8	-5	3	30.7		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN2

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	42.7	55	57
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	55.0	NA	NA	30	100.0%	0.0	-42.8	NA	NA	0	3	45.0		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	79.1	NA	NA	30	100.0%	0.0	-45.9	NA	NA	0	3	35.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	49.7		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	82.2	NA	NA	30	100.0%	0.0	-46.3	NA	NA	0	3	41.7		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	86.0	NA	NA	5	16.7%	-7.8	-46.7	NA	NA	0	3	50.5		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	147.2	15	12.3	NA	N/A	NA	-21.7	-11.7	-11.8	-5	3	34.8		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	130.8	15	1.2	NA	N/A	NA	-21.2	-21.8	-11.8	-5	3	25.2		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	111.1	15	1.7	NA	N/A	NA	-20.5	-20.3	-11.8	-5	3	27.4		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	107.3	15	10.2	NA	N/A	NA	-20.3	-12.5	-11.8	-5	3	35.4		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	90.0	15	7.6	NA	N/A	NA	-19.5	-13.7	-11.8	-5	3	35.0		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	99.0	15	11.9	NA	N/A	NA	-20.0	-11.8	-11.8	-5	3	36.4		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	98.1	15	3.8	NA	N/A	NA	-19.9	-16.8	-11.8	-5	3	31.5		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	91.0	15	0.9	NA	N/A	NA	-19.6	-22.9	-11.8	-5	3	25.7		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	103.4	15	3.0	NA	N/A	NA	-20.1	-17.8	-11.8	-5	3	30.3		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN3

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	44.5	56	56
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	59.9	NA	NA	30	100.0%	0.0	-43.5	NA	NA	0	3	44.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	61.8	NA	NA	30	100.0%	0.0	-43.8	NA	NA	0	3	37.2		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	51.5		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	67.3	NA	NA	30	100.0%	0.0	-44.5	NA	NA	0	3	43.5		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	69.4	NA	NA	5	16.7%	-7.8	-44.8	NA	NA	0	3	52.4		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	145.2	15	14.2	NA	N/A	NA	-21.6	-11	-11.8	-5	3	35.6		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	134.7	15	3.0	NA	N/A	NA	-21.3	-17.8	-11.8	-5	3	29.1		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	117.2	15	6.0	NA	N/A	NA	-20.7	-14.8	-11.8	-5	3	32.7		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	110.0	15	2.7	NA	N/A	NA	-20.4	-18.3	-11.8	-5	3	29.5		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	87.4	15	6.0	NA	N/A	NA	-19.4	-14.7	-11.8	-5	3	34.1		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	87.7	15	18.1	NA	N/A	NA	-19.4	-10	-11.8	-5	3	38.8		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	81.8	15	3.3	NA	N/A	NA	-19.1	-17.3	-11.8	-5	3	31.8		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	74.2	15	2.6	NA	N/A	NA	-18.7	-18.4	-11.8	-5	3	31.1		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	84.6	15	7.4	NA	N/A	NA	-19.3	-13.9	-11.8	-5	3	35.0		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN4

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	42.0	54	56
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	40.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	83.2	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	34.6		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	49.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	89.4	NA	NA	30	100.0%	0.0	-47.0	NA	NA	0	3	41.0		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	88.3	NA	NA	5	16.7%	-7.8	-46.9	NA	NA	0	3	50.3		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	165.6	15	12.9	NA	N/A	NA	-22.2	-11.5	-11.8	-5	3	34.5		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	163.2	15	3.8	NA	N/A	NA	-22.1	-16.7	-11.8	-5	3	29.4		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	150.1	15	7.4	NA	N/A	NA	-21.8	-13.9	-11.8	-5	3	32.5		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	140.6	15	4.1	NA	N/A	NA	-21.5	-16.4	-11.8	-5	3	30.3		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	116.9	15	2.0	NA	N/A	NA	-20.7	-19.6	-11.8	-5	3	27.9		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	107.1	15	15.6	NA	N/A	NA	-20.3	-10.6	-11.8	-5	3	37.3		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	96.2	15	11.2	NA	N/A	NA	-19.8	-12.1	-11.8	-5	3	36.3		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	90.8	15	5.5	NA	N/A	NA	-19.6	-15.1	-11.8	-5	3	33.5		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	94.4	15	9.5	NA	N/A	NA	-19.7	-12.8	-11.8	-5	3	35.7		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN5

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	44.2	56	56
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	56.1	NA	NA	30	100.0%	0.0	-43.0	NA	NA	-2	3	42.8		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	49.4	NA	NA	30	100.0%	0.0	-41.9	NA	NA	-2	3	37.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	51.2		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	55.2	NA	NA	30	100.0%	0.0	-42.8	NA	NA	-2	3	43.2		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	53.4	NA	NA	5	16.7%	-7.8	-42.5	NA	NA	-2	3	52.7		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	129.2	15	16.4	NA	N/A	NA	-21.1	-10.4	-11.8	-10	3	31.7		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	128.0	15	5.2	NA	N/A	NA	-21.1	-15.4	-11.8	-10	3	26.7		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	116.2	15	10.3	NA	N/A	NA	-20.7	-12.4	-11.8	-10	3	30.1		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	106.3	15	7.5	NA	N/A	NA	-20.3	-13.8	-11.8	-10	3	29.1		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	83.1	15	1.6	NA	N/A	NA	-19.2	-20.5	-11.8	-10	3	23.5		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	71.4	15	22.7	NA	N/A	NA	-18.5	-9	-11.8	-10	3	35.7		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	60.1	15	19.2	NA	N/A	NA	-17.8	-9.7	-11.8	-10	3	35.7		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	55.2	15	9.6	NA	N/A	NA	-17.4	-12.7	-11.8	-10	3	33.1		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	57.8	15	15.5	NA	N/A	NA	-17.6	-10.7	-11.8	-10	3	34.9		

Notes:

1 A 10dB(A) noise reduction was applied, as NSR5 is 1 storey building, and was blocked by existing solid wall, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, as an 3m height existing solid wall, 4m height proposed noise barrier was erected between IN5 and semi-enclosed fixed plants

Predicted Noise Level at IN6

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	43.0	55	56
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	83.3	NA	NA	30	100.0%	0.0	-46.4	NA	NA	0	3	41.4		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	77.0	NA	NA	30	100.0%	0.0	-45.7	NA	NA	0	3	35.3		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	50.0		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	79.9	NA	NA	30	100.0%	0.0	-46.0	NA	NA	0	3	42.0		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	75.9	NA	NA	5	16.7%	-7.8	-45.6	NA	NA	0	3	51.6		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	130.2	15	14.6	NA	N/A	NA	-21.1	-10.9	-11.8	-5	3	36.2		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	137.6	15	5.8	NA	N/A	NA	-21.4	-14.9	-11.8	-5	3	31.9		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	132.4	15	10.6	NA	N/A	NA	-21.2	-12.3	-11.8	-5	3	34.7		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	122.0	15	12.4	NA	N/A	NA	-20.9	-11.6	-11.8	-5	3	35.7		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	103.6	15	2.0	NA	N/A	NA	-20.2	-19.6	-11.8	-5	3	28.4		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	85.6	15	12.6	NA	N/A	NA	-19.3	-11.6	-11.8	-5	3	37.3		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	74.1	15	19.3	NA	N/A	NA	-18.7	-9.7	-11.8	-5	3	39.8		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	74.3	15	7.5	NA	N/A	NA	-18.7	-13.8	-11.8	-5	3	35.7		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	67.7	15	10.5	NA	N/A	NA	-18.3	-12.3	-11.8	-5	3	37.6		

Notes:

1 A 5 dB(A) noise reduction if there is no direct line of sight to the noise source(s) within the Site.

Predicted Noise Level at IN7

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	33.3	45	48
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	169.0	NA	NA	30	100.0%	0.0	-52.5	NA	NA	-2	3	33.3		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	198.4	NA	NA	30	100.0%	0.0	-53.9	NA	NA	-2	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	192.7	NA	NA	30	100.0%	0.0	-53.7	NA	NA	-2	3	32.3		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	190.9	NA	NA	5	16.7%	-7.8	-53.6	NA	NA	-2	3	41.6		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	119.0	15	14.6	NA	N/A	NA	-20.8	-10.9	-11.8	-10	3	31.5		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	138.2	15	0.6	NA	N/A	NA	-21.4	-24.5	-11.8	-10	3	17.3		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	157.8	15	1.6	NA	N/A	NA	-22	-20.6	-11.8	-10	3	20.6		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	159.4	15	8.4	NA	N/A	NA	-22	-13.3	-11.8	-10	3	27.9		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	176.5	15	3.7	NA	N/A	NA	-22.5	-16.8	-11.8	-10	3	23.9		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	172.4	15	9.1	NA	N/A	NA	-22.4	-13	-11.8	-10	3	27.8		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	178.9	15	2.7	NA	N/A	NA	-22.5	-18.3	-11.8	-10	3	22.4		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	186.3	15	1.4	NA	N/A	NA	-22.7	-21.1	-11.8	-10	3	19.4		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	177.6	15	4.4	NA	N/A	NA	-22.5	-16.1	-11.8	-10	3	24.6		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN7 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, as a 4m height proposed noise barrier was erected between IN7 and semi-enclosed fixed plants

Predicted Noise Level at IN8

Fixed-noise Sources		Source Type	Ref. Code	SWL/unit, dB(A)	Quantity	At-source Noise Mitigation Measures	Noise Reduction from Mitigation Measures, dB(A)	Corrected SWL, dB(A)	Distance, m	Speed, km/h	Angle of view, degree	Operation (30mins)	% on time	Correction						CNL, dB(A)	Total CNL, dB(A)	Criterion, dB(A)
														Time	Distance	Angle of view	Speed	Screening Effect, dB(A)	Facade			
Concrete mixer (electric)		Stationary	CNP 045	96	1	Semi-enclosure	-10	86.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	33.3	45	48
Conveyor / Screw Conveyors		Stationary	CNP 041	90	3	Semi-enclosure	-10	84.8	217.9	NA	NA	30	100.0%	0.0	-54.7	NA	NA	0	3	33.1		
Water / Admixture Pump		Stationary	CNP 281	88	1	Semi-enclosure	-10	78.0	247.9	NA	NA	30	100.0%	0.0	-55.9	NA	NA	0	3	25.1		
Air Compressor (Stationary)		Stationary	CNP 001	100	2	Semi-enclosure	-10	93.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	40.3		
Filter Fan (mixing unit) - blower		Stationary	Other PME	95	1	Semi-enclosure	-10	85.0	242.1	NA	NA	30	100.0%	0.0	-55.7	NA	NA	0	3	32.3		
Truck (Concrete Collection)		Stationary	CNP044	109	2	Semi-enclosure	-10	102.0	240.4	NA	NA	5	16.7%	-7.8	-55.6	NA	NA	0	3	41.6		
Rd1	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	166.7	15	11.1	NA	N/A	NA	-22.2	-12.1	-11.8	-10	3	28.9		
Rd2	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	184.2	15	0.1	NA	N/A	NA	-22.7	-34.5	-11.8	-10	3	6.0		
Rd3	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	204.1	15	0.5	NA	N/A	NA	-23.1	-25.7	-11.8	-10	3	14.4		
Rd4	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	206.7	15	5.7	NA	N/A	NA	-23.2	-15	-11.8	-10	3	25.0		
Rd5	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	224.9	15	2.9	NA	N/A	NA	-23.5	-18	-11.8	-10	3	21.7		
Rd6	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	221.7	15	7.2	NA	N/A	NA	-23.5	-14	-11.8	-10	3	25.7		
Rd8	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	228.5	15	2.2	NA	N/A	NA	-23.6	-19.1	-11.8	-10	3	20.5		
Rd9	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	235.9	15	1.2	NA	N/A	NA	-23.7	-21.9	-11.8	-10	3	17.6		
Rd10	Concrete truck	Haul Road	CNP044	109	4	NA	NA	NA	227.4	15	3.4	NA	N/A	NA	-23.6	-17.2	-11.8	-10	3	22.4		

Notes:

1 A 10dB(A) noise reduction was applied, as an existing structure located in between IN8 and the Site, thus, no line of sight to the entire proposed development as well as the haul road.

2 A 2 dB(A) noise reduction was addopted as double diffraction, a 4m height proposed noise barrier was erected between IN8 and semi-enclosed fixed plants

Appendix M RESULT OF BASIC NOISE LEVEL CALCULATION

2023 AM/

Location		Without					With					BNL without CBP	BNL with CBP	Contribution
		1 hr Flow	% HV	No. of HV	No. of LV	Speed	1 hr Flow	% HV	No. of HV	No. of LV	Speed			
		Q'	P'	q	q	V'	Q'	P'	q	q	V'			
C	Ping Yuen Road	309	43.4%	134.106	174.894	50.0	306	42.8%	130.968	175.032	50.0	71.6	71.5	-0.1
E	Ping Che Road	649	51.6%	334.884	314.116	50.0	646	51.4%	332.044	313.956	50.0	75.4	75.4	0.0
L	Unnamed Road	125	59.2%	74	51	50.0	122	58.2%	71.004	50.996	50.0	68.8	68.6	-0.2
O	Unnamed Road	8	50.0%	4	4	50.0	5	20.0%	1	4	50.0	56.2	51.2	-5.1

2023 PM

Location		Without					With					BNL without CBP	BNL with CBP	Contribution
		1 hr Flow	% HV	No. of HV	No. of LV	Speed	1 hr Flow	% HV	No. of HV	No. of LV	Speed			
		Q'	P'	q	q	V'	Q'	P'	q	q	V'			
C	Ping Yuen Road	291	44%	128.913	162.087	50.0	288	44%	126.144	161.856	50.0	71.4	71.3	-0.1
E	Ping Che Road	602	48%	288.96	313.04	50.0	599	48%	285.723	313.277	50.0	74.8	74.8	0.0
L	Unnamed Road	109	53%	57.988	51.012	50.0	106	52%	55.014	50.986	50.0	67.8	67.6	-0.2
O	Unnamed Road	10	50%	5	5	50.0	7	29%	2.002	4.998	50.0	57.2	53.7	-3.5

2038 AM

Location		Without					With					BNL without CBP	BNL with CBP	Contribution
		1 hr Flow	% HV	No. of HV	No. of LV	Speed	1 hr Flow	% HV	No. of HV	No. of LV	Speed			
		Q'	P'	q	q	V'	Q'	P'	q	q	V'			
C	Ping Yuen Road	363	44%	158.994	204.006	50.0	360	43%	155.88	204.12	50.0	72.3	72.2	-0.1
E	Ping Che Road	756	52%	390.096	365.904	50.0	753	51%	387.042	365.958	50.0	76.1	76.0	0.0
L	Unnamed Road	147	59%	87.024	59.976	50.0	144	58%	83.952	60.048	50.0	69.5	69.3	-0.1
O	Unnamed Road	8	50%	4	4	50.0	5	20%	1	4	50.0	56.2	51.2	-5.1

2038 PM

Location		Without					With					BNL without CBP	BNL with CBP	Contribution
		1 hr Flow	% HV	No. of HV	No. of LV	Speed	1 hr Flow	% HV	No. of HV	No. of LV	Speed			
		Q'	P'	q	q	V'	Q'	P'	q	q	V'			
C	Ping Yuen Road	340	45%	153	187	50.0	337	45%	149.965	187.035	50.0	72.1	72.0	-0.1
E	Ping Che Road	699	48%	334.122	364.878	50.0	696	48%	331.296	364.704	50.0	75.5	75.4	0.0
L	Unnamed Road	129	54%	69.015	59.985	50.0	126	52%	66.024	59.976	50.0	68.5	68.4	-0.2
O	Unnamed Road	10	50%	5	5	50.0	7	29%	2.002	4.998	50.0	57.2	53.7	-3.5

Appendix N EXAMPLES OF NOISE PANELS AND ACOUSTIC MAT

VIBRO-ACOUSTICS®

FAN ENCLOSURES

PS1a

2 inch TONGUE & GROOVE PANEL SHEET

PERFORMANCE

- Construction 2" Thick, 18 ga solid galvanized steel outside sheet, 22 ga perforated galvanized steel inside sheet, 2.5 lb/cuft insulation

Octave Band	63	125	250	500	1000	2000	4000	8000
Transmission Loss (dB)	-	20	25	39	52	53	56	-
Absorption (coefficient)	-	0.30	0.70	0.90	0.99	0.90	0.80	-

ADVANTAGES

- Panels are self-aligning and interlocking
- Easily installed in minimum of time
- Good quality seal – resists moisture, air and noise leakage
- Excellent installed appearance
- Ideal for long length (strong and low cost)

APPLICATIONS

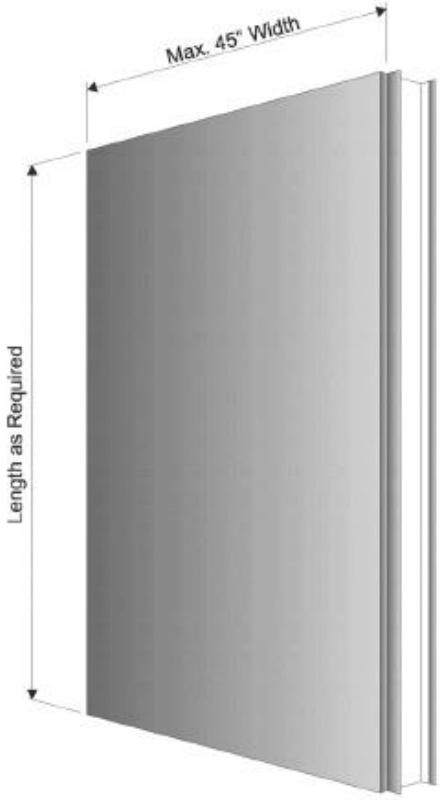
- Around noisy equipment
- Rooms and booths
- Air handling units and plenums
- Testing facilities
- Plant separating walls
- Barrier walls

CONSTRUCTION

- Roll formed inner and outer skins
- Maximum 16 ga galvanized or stainless steel
- Thermal/Acoustical material sandwiched between skins
- Internal stiffening of panel
- Joints 10 thicknesses of metal

OPTIONS

- Various panel sizes and thicknesses
- Alternate materials
- Doors, windows, access panels, openings, etc.
- Thermal breaks
- Insulation covering – Mylar, Tedlar, Fiberglass cloth



Solid / Perforated | Solid / Solid | Septum | Added Mass Core

Vibro-Acoustics Silencers and Systems for Industrial Fans

Phone: 1-800-565-8401 hdsil@vibro-acoustics.com Fax: 1-888-811-2264
www.vibro-acoustics.com

VIBRO-ACOUSTICS®

FAN ENCLOSURES

PS1b

4 inch TONGUE & GROOVE PANEL SHEET

PERFORMANCE

- Construction 4" Thick, 18 ga solid outside sheet, 22 ga perforated inside sheet, 3 lb./cuft insulation

Octave Band	63	125	250	500	1000	2000	4000	8000
Transmission Loss	18	21	27	37	48	54	54	54
Absorption	-	0.70	0.90	0.99	0.99	0.90	0.80	-

ADVANTAGES

- Panels are self-aligning and interlocking
- Easily installed in minimum of time
- Good quality seal – resists moisture, air and noise leakage
- Excellent installed appearance
- Ideal for long length (strong and low cost)

APPLICATIONS

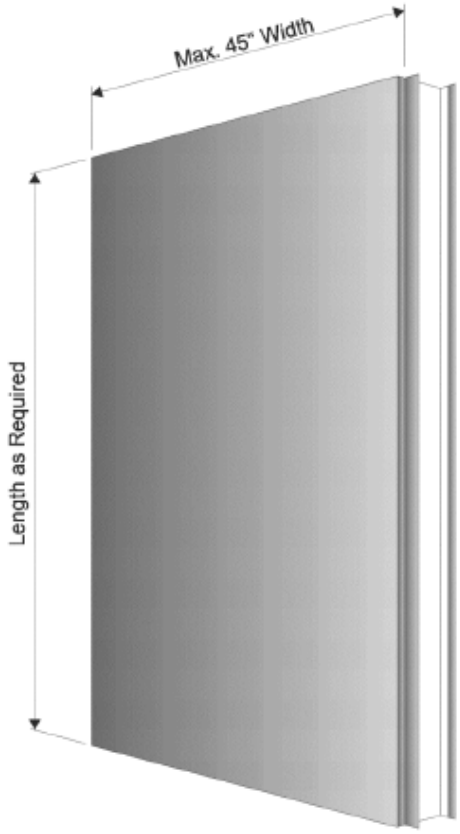
- Around noisy equipment
- Rooms and booths
- Air handling units and plenums
- Testing facilities
- Plant separating walls
- Barrier walls

CONSTRUCTION

- Roll formed inner and outer skins
- Maximum 16 ga galvanized or stainless steel
- Thermal/Acoustical material sandwiched between skins
- Internal stiffening of panel
- Joints 10 thickness of metal

OPTIONS

- Various panel sizes and thicknesses
- Alternate materials
- Doors, windows, access panels, openings, etc.
- Thermal breaks
- Insulation covering – Mylar, Tedlar, Fiberglass cloth



Solid / Perforated | Solid / Solid | Septum | Added Mass Core

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WAVEBAR®

High performance noise control

Wavebar
Effective noise control

Wavebar Quadzero
With 4 x zero fire rating

Wavebar Eco
The eco friendly alternative

Three highly effective, tough, flexible and easy to install sound barrier products ideal for everyday and awkward installations. Wavebar enjoys an unparalleled 40+ year reputation in effective, proven noise control. It is the most well known flexible acoustic barrier and is specified by acoustic engineers and architects throughout the world.

Pyrotek SOUNDGUARD

WAVEBAR®

High performance noise control

WAVEBAR® – Effective Noise Control

Wavebar is an economical, easy to install sound barrier that greatly reduces noise transmission through walls, partitions, floors and ceilings in buildings, vehicles and marine applications. It provides high transmission loss, boasts high tensile strength and uses the latest manufacturing technology to ensure it will never crack and will remain flexible during its lifetime.

Architects have specified Wavebar in many of Australia's most iconic buildings, from the Sydney Opera House to the Sydney Olympic Skate Park and St Vincent's Hospital. Wavebar Quadzero has reduced unwanted noise in over 80% of roofs under the Governments Sydney Airport Noise Insulation Project – SANIP.

Its limp nature combines with its high mass providing a resonance free barrier to both high and low frequency noise. The internal damping characteristics of Wavebar means it is especially well suited to use in stiff structures where coincidence and resonance effects are a concern.

Made of a special polymeric vinyl material, Wavebar is very flexible and easy to install even in awkward places. It can be draped or joined into curtains and form enclosures to greatly reduce noise transmission from one area to another.

Because it is so flexible and versatile, Wavebar is easy to use and is a highly effective means of reducing unwanted noise.

Wavebar (top) & foil faced Wavebar Quadzero (bottom).

Features & Benefits

- Easy to cut and fabricate around pipes, penetrations, ducting and cabling
- High tensile strength
- Highly tear resistant enabling long vertical drops and providing an economical noise-barrier system even in limited space
- Chemically resistant to oils, alkalis & acids.

Ideal for

- Shutting out noise from homes and offices
- Portable screens
- Use in partitions
- Under floor, above false ceilings
- Soft enclosures for machines, jack hammers, drill rigs, blasting, pile drivers etc
- Strip curtains
- In vehicles as under-carpet insulation.

Installing Wavebar is easy.

WAVEBAR QUADZERO® – Foil Faced with a 4 ZERO Fire Rating

Enjoying Wavebar performance, Quadzero has a foil facing which deters fire from propagating through the loaded vinyl barrier. This gives Wavebar Quadzero an enviable zero rating across all four standards in the Building Code fire rating. Wavebar Quadzero is tested to AS 1530.3, 1999.

- Ignitability index 0
- Spread of flame index 0
- Heat evolved index 0
- Smoke developed index 0 - 1

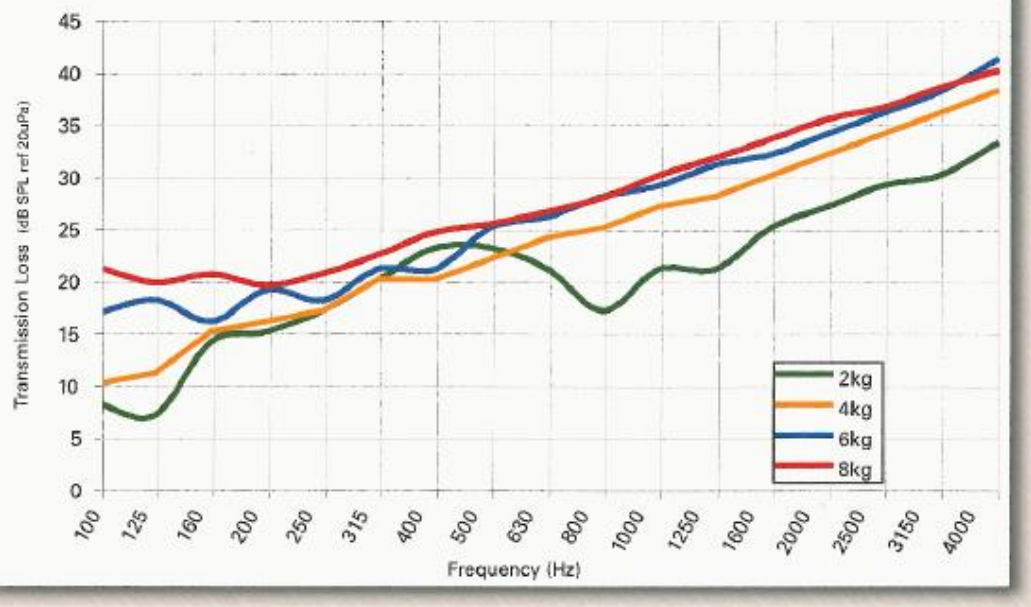
As a result, Wavebar Quadzero is highly recommended for use in all major buildings that need to meet the code and because it is easily joined using aluminium-reinforced tape, the need to use adhesives or mechanical fastenings is eliminated.

TECHNICAL DATA

SOUND TRANSMISSION LOSS (dB) AS1276

FREQUENCIES	2kg	4kg	6kg	8kg
100	8	10	16.8	21.1
125	7	11	18	19.7
160	14	15	16	20.5
200	15	16	19	19.4
250	17	17	18	20.6
315	20	20	21	22.4
400	23	20	21	24.5
500	23	22	25	25.3
630	21	24	26	26.5
800	17	25	28	27.9
1000	21	27	29	30.0
1250	21	28	31	31.7
1600	25	30	32	33.5
2000	27	32	34	35.4
2500	29	34	36	36.5
3150	30	36	38	38.4
4000	33	38	41	40.0
5000	35	40	43	41.6
STC	23	26	29	30
Rw <Test Method>	23 (C -1: C_m -3)	26 (C-2: C_m -5)	29 (C0: C_m -3)	30 (C -1: C_m -3)

TRANSMISSION LOSS WAVEBAR SERIES



MISCELLANEOUS PROPERTIES – WAVEBAR RANGE

PROPERTY / PRODUCT	2kg	4kg	6kg	8kg
Specific Gravity (g/cm³)	2.4	2.4	2.4	2.4
Recommended Service Temperature (°C)	-10 to 70	-10 to 70	-10 to 70	-10 to 70
Upper Intermittent Temperature Exposure (°C) (Standard Wavebar)	100	100	100	100
Upper Intermittent Temperature Exposure (°C) (Wavebar Eco)	70	70	70	70
FMVSS-302	Complies	Complies	Complies	Complies
SAEJ369a	Complies	Complies	Complies	Complies
AS 1530.3 1989 (foil faced products)	Complies	Complies	Complies	Complies

PRODUCT SPECIFICATIONS

STANDARD PRODUCT	THICKNESS (mm - nominal)	ROLL WIDTH (mm)	ROLL LENGTH (lineal m)	WEIGHT (kg)	Rw	CEILING ATTENUATION CLASS (CAC)†
WAVEBAR 2kg	1.6	1380	10	28*	23 (C -1: C_{TR} -3)	44
WAVEBAR 4kg	2.0	1380	5 or 10	56*	26 (C -2: C_{TR} -5)	48
WAVEBAR 6kg	2.5	1380	5	42*	29 (C0: C_{TR} -3)	--
WAVEBAR 8kg	3.5	1380	5	52*	30 (C -1: C_{TR} -3)	50

Dimensional Tolerance +/- 5% | *Other weights available on request.

CHEMICAL RESISTANCE

PRODUCT	ACETONE	MEK	PETROL	UNLEADED PETROL	DIESEL	10% HCL SOLUT.	10% NaOH SOLUTION	CARBON TETRA-CHLORIDE	SODIUM HYDROXIDE 10% CONC
WAVEBAR	Swells*	Swells*	Good	Good	Good	Good	Good	Swells	Good
QUADZERO	Swells*	Swells*	Good	Good	Good	Poor**	Poor**	Swells	Good
WAVEBAR ECO	Swells*	Swells*	Swells*	Good	Good	Good	Good	Good	Good

* Swells and then returns to normal on drying | ** Aluminium facing reacts with acid and alkali materials.

†Room-to-room transmission loss via ceiling void is expressed in terms of **Ceiling Attenuation Class (CAC)**

WAVEBAR ECO – The Eco Friendly Alternative

With the same performance characteristics as Wavebar, Wavebar Eco offers a series of environmental benefits across its life - in manufacture, in use and in disposal.

Wavebar Eco is a demonstration of the commitment to the environment that Pyrotek is undertaking across all aspects of the business. It is one of a range of eco friendly company initiatives and product variants that are re-engineered for equal or enhanced performance with reduced environmental impact.

The materials and processes used to make Wavebar Eco use no Ozone Depleting Substances (ODS) and in its final form, it has no Ozone Depleting Potential (ODP). In addition, Wavebar Eco does not contain any volatile organic compounds (VOC's) because it is based on thermoplastic polymer technology. Wavebar Eco is 100% recyclable and meets or exceeds the criteria for the Australian Green Star projects especially Mat-7 (PVC minimisation) and EMI-9 (Insulant ODP).

EMISSION DATA – Test Method ASTMD 5116

Total Volatile Organic Compound Emission Rate:
<0.01mg/m2/hr (7 days)

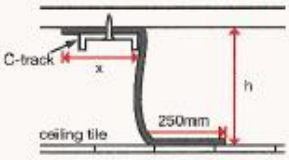
When Wavebar Eco is used in the typical manner in an office building, the resulting airborne total volatile organic compound concentration can be expected to be less than 0.25mg/m3 as specified by Green Building Council of Australia Green Star Office Interiors IEQ-11.

INSTALLING WAVEBAR

Above Ceiling Installation

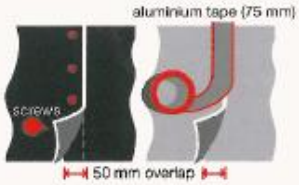
Make sure the ceiling slab is level. If not, fill the area with a caulking compound. First measure the height between the ceiling and the ceiling slab (h). Add the width of the C-track or batten (x) and add a minimum of 250mm for the ceiling overlap. The length (L) you would need to cut is given by L = h + x + 250.

Cut Wavebar to fit using sharp scissors or a knife.



Joining Wavebar

At joins, overlap Wavebar at least 50mm. Join the overlap with screws at 100mm intervals. If using Wavebar Quadzero, use 75mm wide reinforcing tape to join the overlap down the full length of the drape.



Handling Obstructions

For pipe, cable and ducting, measure and mark out the appropriate diameters or other dimensions. Cut Wavebar to allow the obstructions to pass through. Using Wavebar Quadzero for this work is recommended because of its ease of taping.

Pyrotek Soundguard is Australia's vibration & noise control specialist, applying the latest technologies and manufacturing techniques to deliver a wide range of vibration, fire and sound control solutions for commercial and domestic uses across transport, marine, industrial and construction sectors.

All Australasian plants are accredited to AS / NZS ISO9001:2000 standards.

Products are independently tested by:

- CSIRO
- Australian Wool Testing Authority
- Regional Melbourne Institute of Technology.
- Warringtons
- International Marine Organisation

Pyrotek Soundguard Product Range

Insulcoat® Water based temperature reducing coating	**Silentstep®** Acoustic underlay
Sorberflex® Composite noise barrier	**Sorberfoam™** Acoustic grade foams
Sorberglass® Marine grade glasswool board	**Sorbermel®** Fire retardant melamine foam
Sorberscreen® Perforated acoustic metal screen	**Sorbertex®** Sound absorbers
Soundalloy® Damped aluminium sandwich laminate	**Soundamp™** Acoustic damping products
Soundbond® Synthetic rubber adhesive	**Soundlag®** Acoustic pipe wrap
Soundmat™ Decoupled flexible noise barrier floormat	**Soundpaint®** Water based vibration damping compound
Soundsteel® Noiseless steel sandwich laminate	**Soundune®** Decoupled noise barrier
Subdue® Damped plywood airborne noise barrier	**Sylomer®** Vibration isolation
Wavebar® Flexible noise barrier	**Wavebar® Eco** The environment friendly flexible noise barrier
Wavebar® Quadzero® Foil faced flexible noise barrier	**Customised design options are also available.**

Brochures and data sheets are available on request or you can get pre-installation advice from a Pyrotek specialist by calling Pyrotek Soundguard.

MASON Acoustics Limited
Unit 1710, Floor 17, Fortress Tower
250 King's Road, North Point, Hong Kong
tel : 2967 9639
fax : 2967 1772
email : mail@mason-hk.com

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NOTES: Specifications are subject to change without notice. The data listed in this brochure are typical or average values based on tests conducted by independent laboratories or by the manufacturer. They are indicative only of the results obtained in such tests and should not be considered as guaranteed maximums or minimums. Materials must be tested under actual service to determine their suitability for a particular purpose. The conclusions drawn from acoustic test results are as interpreted in writing by qualified independent testing authorities. Even so, always seek the opinion of your own acoustic engineer as to the meaning of any data presented by the manufacturer as it is applied to any given project or use.

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Acoustics Innovation
SilentUP®
Retractable Noise Barrier
PATENTED
Product of Hong Kong
THE WORLD'S FIRST
RETRACTABLE NOISE BARRIER
26dB(A) NOISE REDUCTION
Happy Valley Race Course
Roadworks
Breaking Drilling
Piling
Loading Unloading
Concreting
aihk.hk
info@aihk.hk
(852) 2702-2007
R&D Division of
Wilson
Acoustics Limited

Acoustics Innovation

SilentUP®

Product Description

SilentUP® is a patented retractable noise barrier for construction works and outdoor music events. It can be easily installed and mobilized by people without using any machines. No concrete foundation is required and the installation process is quiet enough to be conducted even at night time. The panels are installed upwards from ground level and connected by magnetic gap sealing.

Our product has been widely used in Hong Kong. Visit our website for the job references aihk.hk/SilentUP/reference.

Benefits

- Quiet and manual installation
- Flexible construction site planning
- Facilitate Construction Noise Permit (CNP) application process
- Minimize noise complaints
- No concrete foundation required

Technical Information

SilentUP® noise barrier material conforms to the flammability requirement specifications.

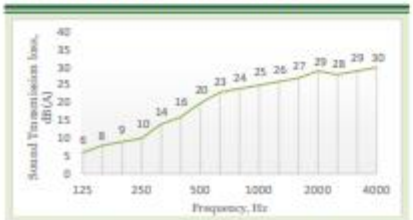
BS EN ISO 15025:2002 6 TYPE B
GB8624-1997 TYPE B

Product Specification

Modular Size	1m(H) x1.35m(W)
Modular Weight	6kg
Maximum Height	10m
Insertion Loss*	26 dB(A)
STC	23
Standard Colour	Grey
Panel Thickness	100mm on edges

* Tested with white noise source

Sound Transmission Loss



Testing method in accordance with BS EN ISO 10140-2: 2010

Client Feedback

"Some of our contractors have used the retractable noise barriers to facilitate CNP application. They have found this innovative product useful - lightweight, easy to manoeuvre, and fit for purpose."

Richard Kwan
Environment Manager
MTR Corporation Ltd

"We are impressed by SilentUP's quick installation and relocation, it is definitely one of the best innovations and practicable approaches for the noise mitigation measures for the construction activities."

Lighting Chan
Environmental Compliance Support Manager,
Leighton Asia Ltd

"We are happy with Acoustics Innovation's professional service (SilentUP Noise Barrier) in helping us achieve our noise mitigation goals."

Ronald Fung
Project QA & Environmental Manager
Kier - Laing O'Rourke - Kaden Joint Venture

"SilentUP is definitely a useful tool to minimize the noise pollution. We successfully obtained a CNP and most importantly no complaint has been received from the NSRs."

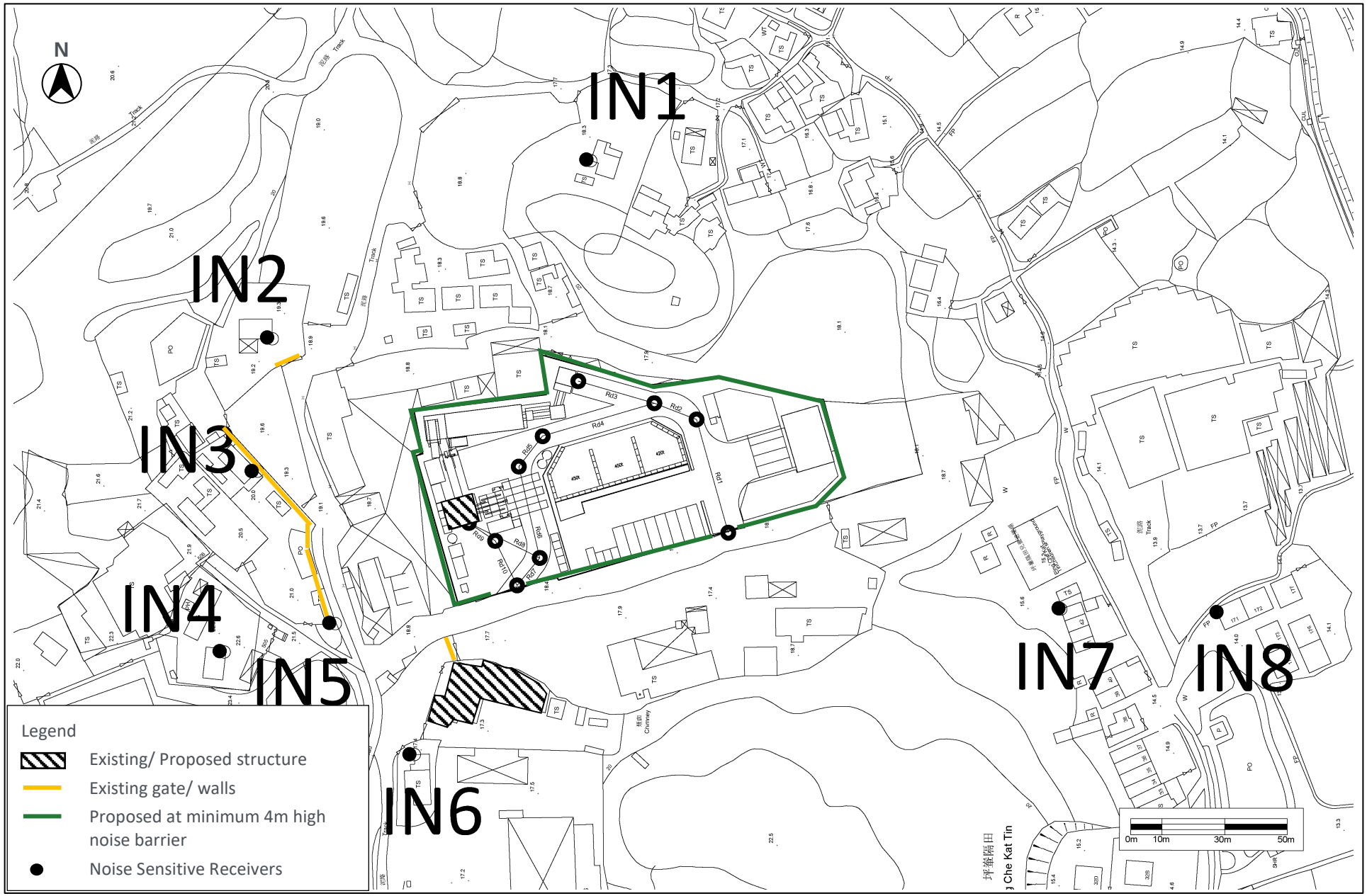
Clarence Yeung
Environmental Officer
Chun Wo Construction and Engineering Co. Ltd

Installation videos available at aihk.hk/youtube.

aihk.hk | info@aihk.hk | (852) 2702-2007

R&D Division of Wilson Acoustics Limited

Appendix O PROPOSED NOISE BARRIERS IN TENATIVE LAYOUT


N
IN1
IN2
IN3
IN4
IN5
IN6
IN7
IN8
Legend
Existing/ Proposed structure
Existing gate/ walls
Proposed at minimum 4m high noise barrier
Noise Sensitive Receivers
0m 10m 30m 50m

Appendix P THE TRAFFIC FORECASTS FOR YEAR 2023 AND YEAR 2038

AECOM

AECOM
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Shatin, Hong Kong
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新城市中央廣場第 2 座 12 樓
www.aecom.com

+852 3922 9000 tel
+852 3922 9797 fax

Our Ref : SHSN:CWWT:wtsk:60617670-2021019286L

28 December 2021

By Hand

SMEC Asia Limited
27/F Ford Glory Plaza
37-39 Wing Hong Street,
Cheung Sha Wan, Kowloon

Attn: Mr. Antony Wong / Ms. Julie Chan

Dear Sir / Madam,

Section 16 Planning Application for Temporary Concrete Batching Plant at Lot 153 (Part) in D.D.77 in Ping Che, New Territories for a Period 5 Years (Application No. A/NE-TKL/681)

Traffic Forecast for Environmental Assessment Study

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 Assessment Study prepared by SMEC Asia Ltd.

Thank you for your kind attention.

Yours faithfully,
For and on behalf of
AECOM Asia Co. Ltd.

Steven Ho
Technical Director, Traffic & Transport Planning
Land Supply / Municipal

By Fax
3922 9797

運輸署
Transport Department

本署檔案 Our Ref. : (NJ84R) in TD NR157/161/FSSDD-77
來函檔號 Your Ref. : CWWT:wtsk:60617670/00-0005 (2021016932L)
電 話 Tel. : 2399 2405
圖文傳真 Fax : 2381 3799
電 郵 Email : michaelkhcheung@td.gov.hk

17 December 2021

AECOM Asia Co. Ltd.
12/F Grand Central Plaza, Tower 2
138 Shatin Rural Committee Road
Shatin, Hong Kong
(Attn.: Charis WONG)

Dear Sir/Madam,

Section 16 Planning Application for Temporary Concrete Batching Plant at Lot 153 (Part) in D.D.77 in Ping Che, New Territories for a Period 5 Years

Technical Note on Traffic Data Adopted in Environmental Assessment Report for Proposed Concrete Batching Plant in Ping Che

I refer to your above referenced letter dated 22 November 2021 regarding the captioned Environment Assessment Report.

Please note that the Environmental Assessment Study 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.

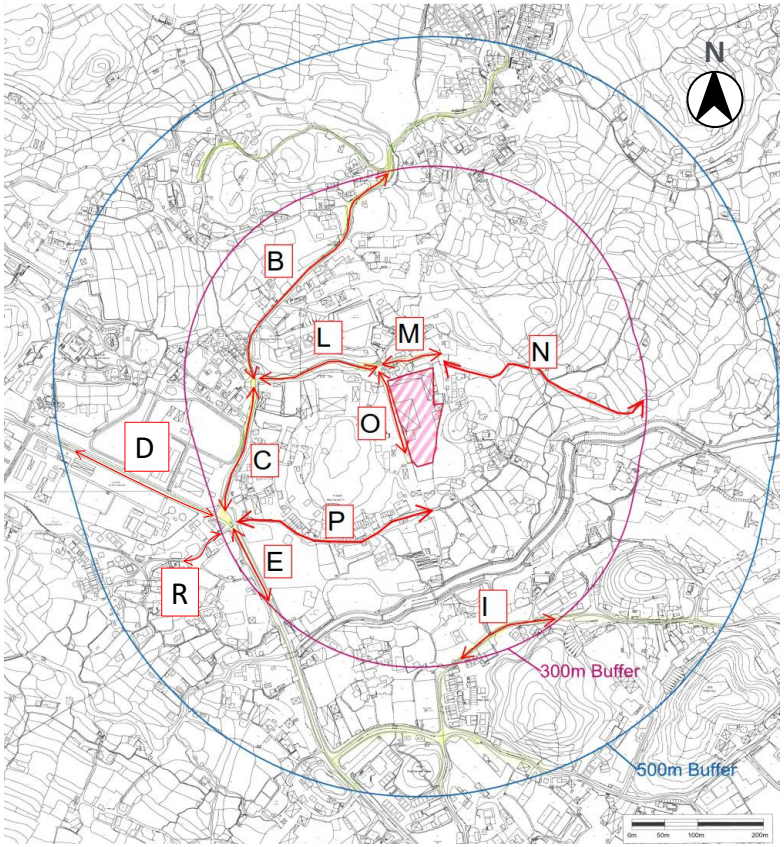
Notwithstanding the above, we have no comment on the methodology of the traffic forecast.

Yours faithfully,

(CHEUNG Kim-hung)
for Assistant Commissioner
for Transport / NT

Internal

新界分區辦事處
NT Regional Office
九龍聯運街三十號旺角政府合署七樓
7th Floor, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon.
圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO)
網址 Web Site: http://www.td.gov.hk



Link	Road Name	Without Development								With Development							
		2023 Traffic Flow				2038 Traffic Flow				2023 Traffic Flow				2038 Traffic Flow			
		AM		PM		AM		PM		AM		PM		AM		PM	
		Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %
B	Ping Yuen Road	168	34.5%	159	45.9%	196	35.2%	183	45.4%	168	34.5%	159	45.9%	196	35.2%	183	45.4%
C	Ping Yuen Road	309	43.4%	291	44.3%	363	43.8%	340	45.0%	306	42.8%	288	43.8%	360	43.3%	337	44.5%
E	Ping Che Road	649	51.6%	602	48.0%	756	51.6%	699	47.8%	646	51.4%	599	47.7%	753	51.4%	696	47.6%
I	Ng Chow Road	104	57.7%	105	37.1%	120	56.7%	122	37.7%	104	57.7%	105	37.1%	120	56.7%	122	37.7%
L	Unnamed Road	125	59.2%	109	53.2%	147	59.2%	129	53.5%	122	58.2%	106	51.9%	144	58.3%	126	52.4%
M	Unnamed Road	105	57.1%	98	50.0%	121	56.2%	115	50.4%	105	57.1%	98	50.0%	121	56.2%	115	50.4%
N	Unnamed Road	74	51.4%	78	52.6%	91	52.7%	91	52.7%	74	51.4%	78	52.6%	91	52.7%	91	52.7%
O	Unnamed Road	8	50.0%	10	50.0%	8	50.0%	10	50.0%	5	20.0%	7	28.6%	5	20.0%	7	28.6%
P	Unnamed Road	21	0.0%	8	0.0%	24	0.0%	8	0.0%	21	0.0%	8	0.0%	24	0.0%	8	0.0%
D	Ping Che Road	365	52.1%	365	45.8%	430	52.6%	422	45.5%	365	52.1%	365	45.8%	430	52.6%	422	45.5%
R	Unnamed Road	33	6.7%	28	8.0%	39	6.7%	33	8.0%	33	6.7%	28	8.0%	39	6.7%	33	8.0%

Appendix Q CALCULATION OF SEWAGE GENERATION

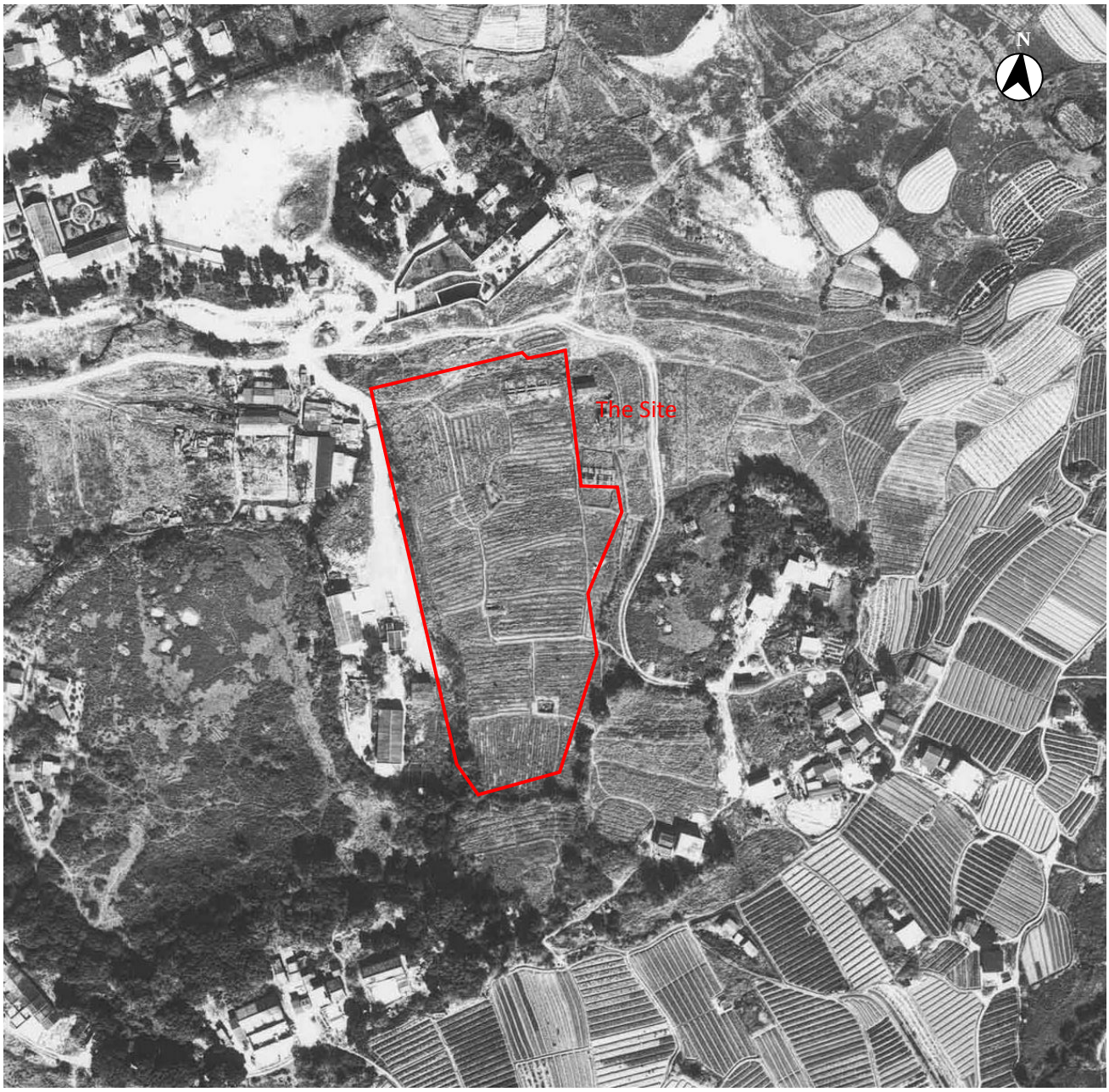
Calculation of Sewage Generation from the Proposed Development, Upstream and Downstream Catchments					Remarks/ Justification
A. Sewage generated by the Site					
1) Sewage generated by Staff					
No of onsite staff	=	22	staff		As advised by the Applicant
Unit Flow Factor (UFF) per staff	=	0.23	m^3/day-staff		Refer to "Commercial Employee" and "J9 Construction" of Table T-2 of reference 1 [Note 1].
Total Sewage Generation	=	5,060	L/day	(a)	
2) Sewage generated by Truck Drivers					
Total No of toilet visits per day	=	40.0	toilet visit/day		As advised by the Applicant that approximately not more than 40 truck drivers (i.e. non-site staff) use the toilet on-site each day based on their previous observations.
Flow rate per flushing	=	7.5	L/flush	(b)	Refer to BEAM Plus New Buildings Version 1.2), the estimated toilet flush of 7.5 L/flush. [Note 3]
Flow rate per hand washing	=	1.4	L/per hand washing	(c)	Refer to BEAM Plus New Buildings Version 1.2, Wastewater used for handwashing (8.3L/min x 10s) [Note 3]
Flow rate from micturition per visit	=	0.2	L/per visit	(d)	Refer to Human's micturition is assumed to be 200mL in accordance with p. 3081 of "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011. [Note 4]
Unit flow rate (for truck driver)	=	9.1	L/visit	(e)	(b) + (c) + (d)
Total Sewage Generation	=	363.3	L/day	(f)	
Total Average Daily Dry Weather Flow of Catchment 1	=	5,423	L/day		(a) + (f)
	=	**5.42**	m^3/day		
Containter Toilets					
The Minimum Total Storage Capacity of Sewage Storage Tank	=	3,000	L / toilet		Container with size of 3,000L each will be installed as advised by the supplier.
No. of containers required (3,000L each)	=	2	tanks		

Reference:

1 Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0, Environmental Protection Department of HK Government, March 2005
2 The volume of flushing system is advised by the supplier of chemical/container toilet.
3 With reference to BEAM Plus New Buildings Version 1.2 in July 2012, it is assumed that water required for hand washing = 8.3L/mins x 10s.
And the estimated toilet flush volume of toilet is about 7.5 L/flush.
4 Human's micturition is assumed to be 200mL in accordance with p. 3081 of "Magill's Medical Guide", 6th ed., various medical editors, Salem Press, USA, 2011.

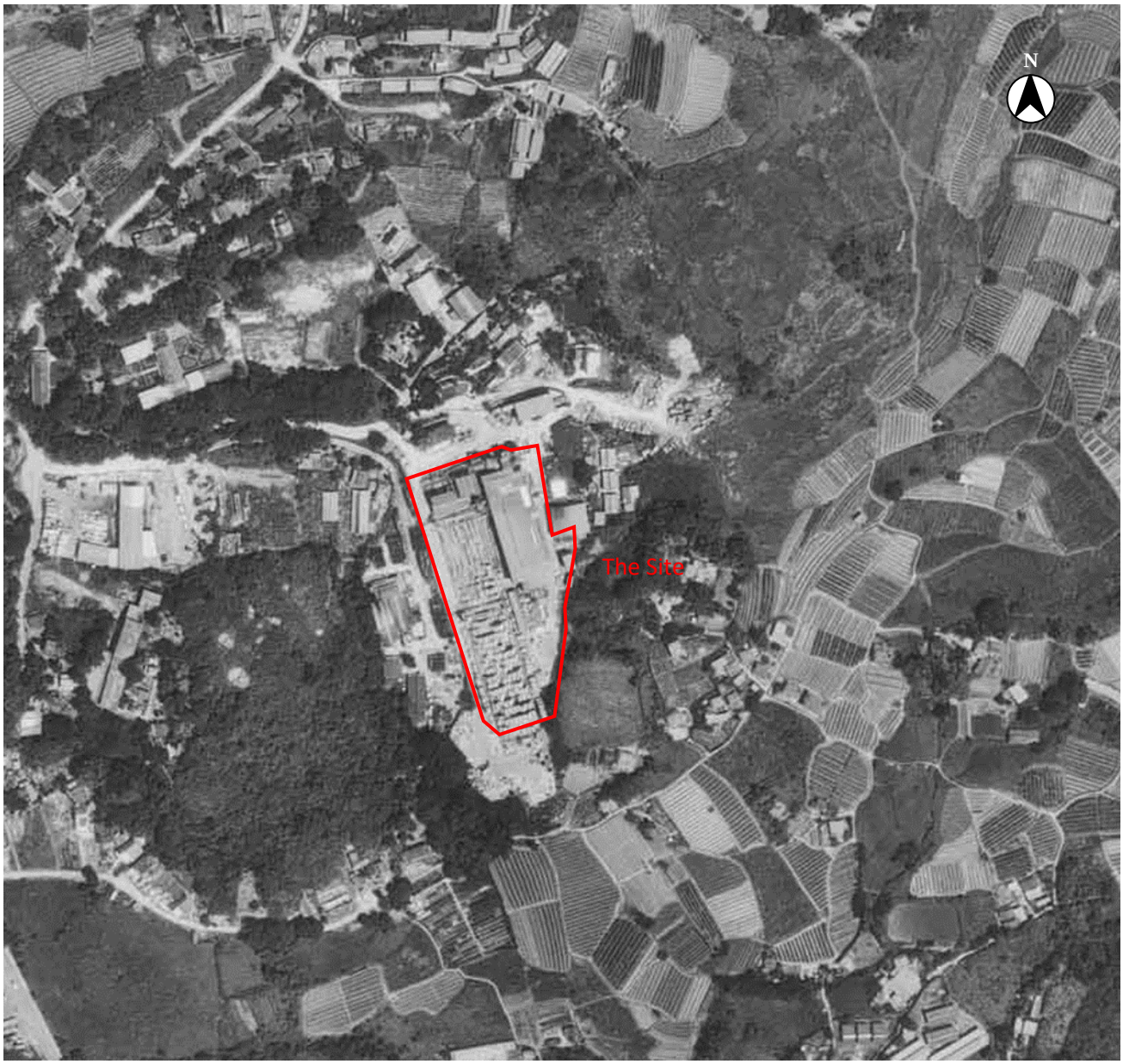
Appendix R AERIAL PHOTOGRAPHS

Date: December 1973



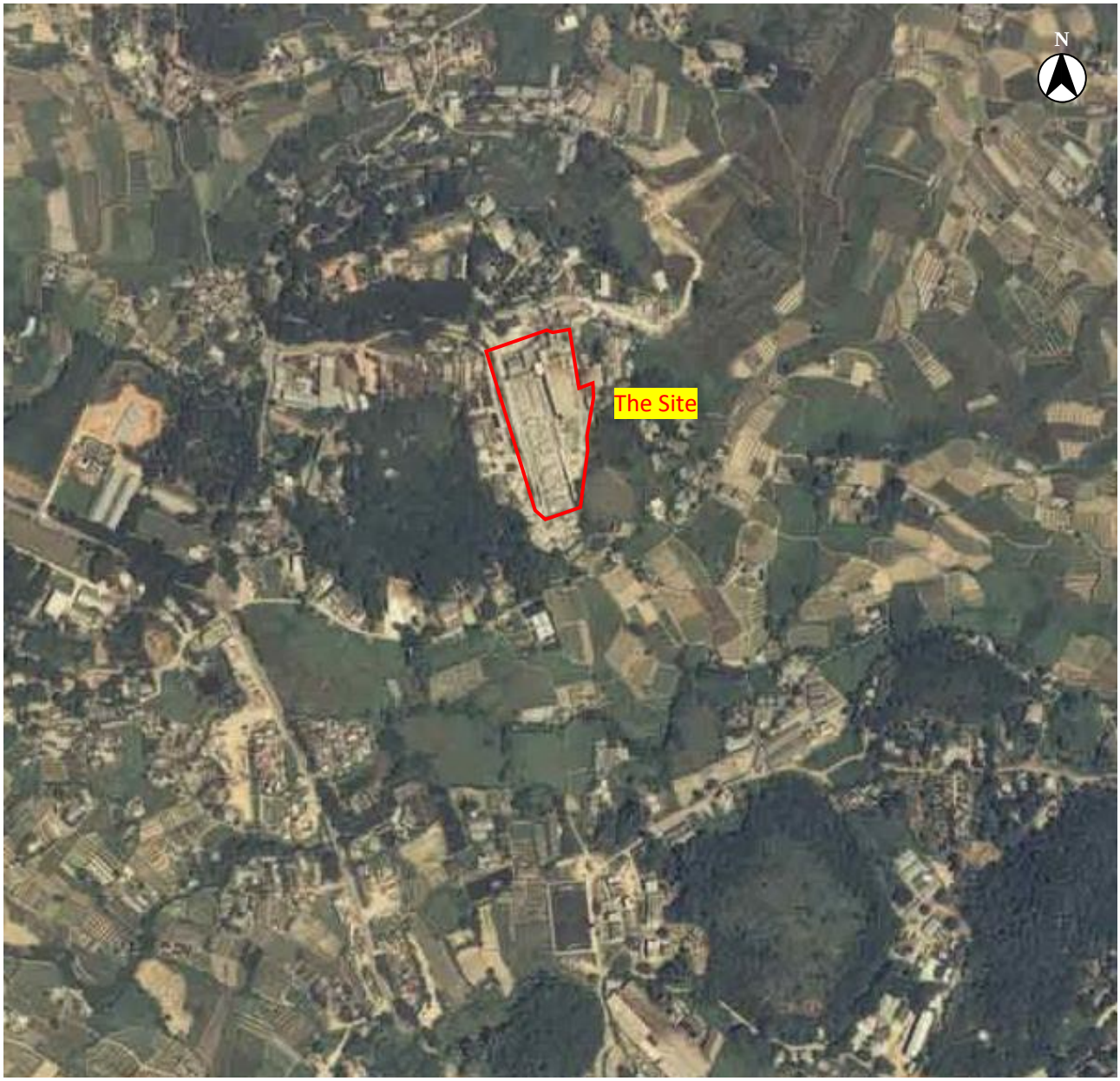
In 1973, the Site should be used as agriculture uses.

Date: August 1986



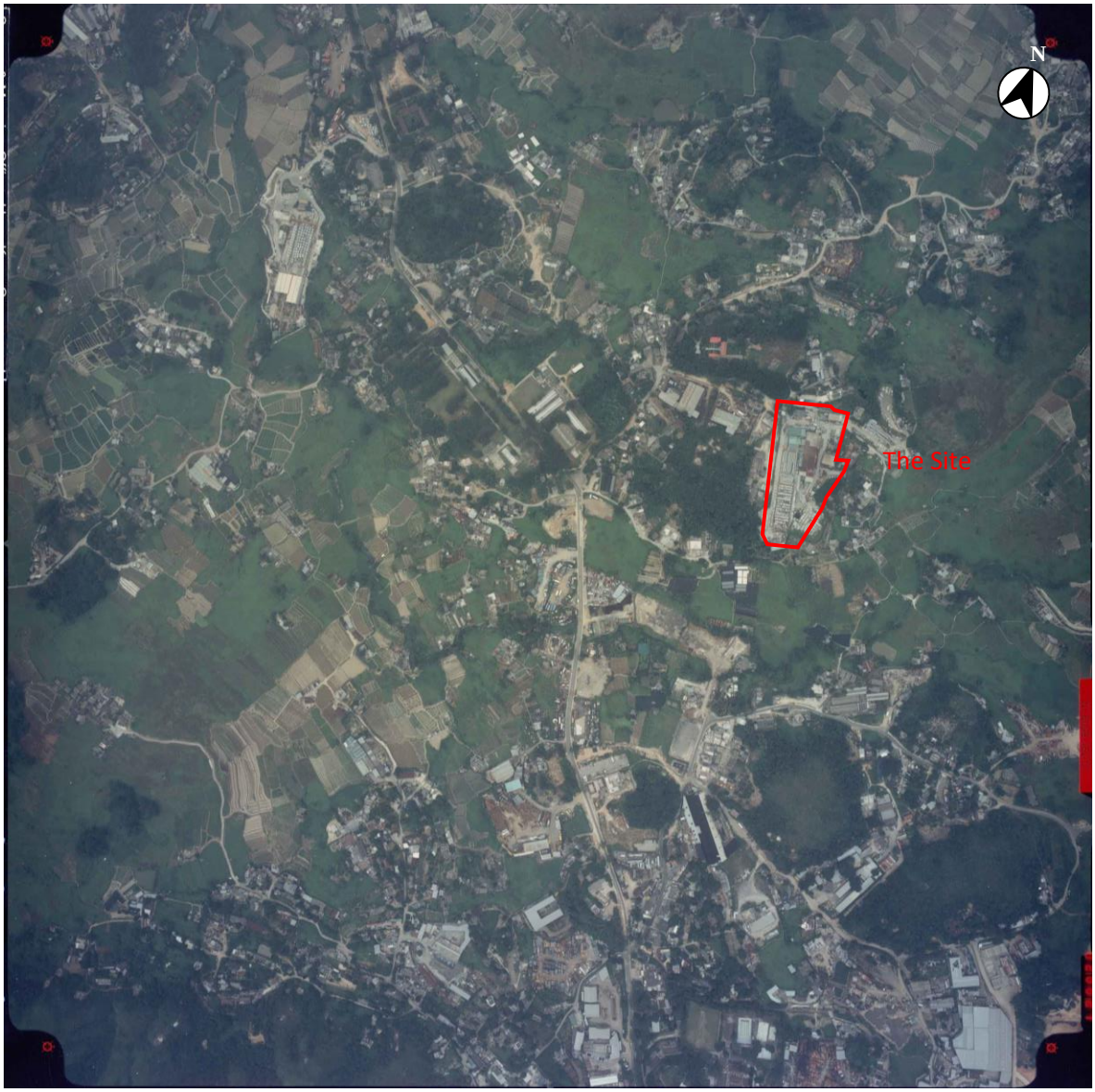
In 1986, the Site should be transformed into warehouses for storage of goods.

Date: October 1987



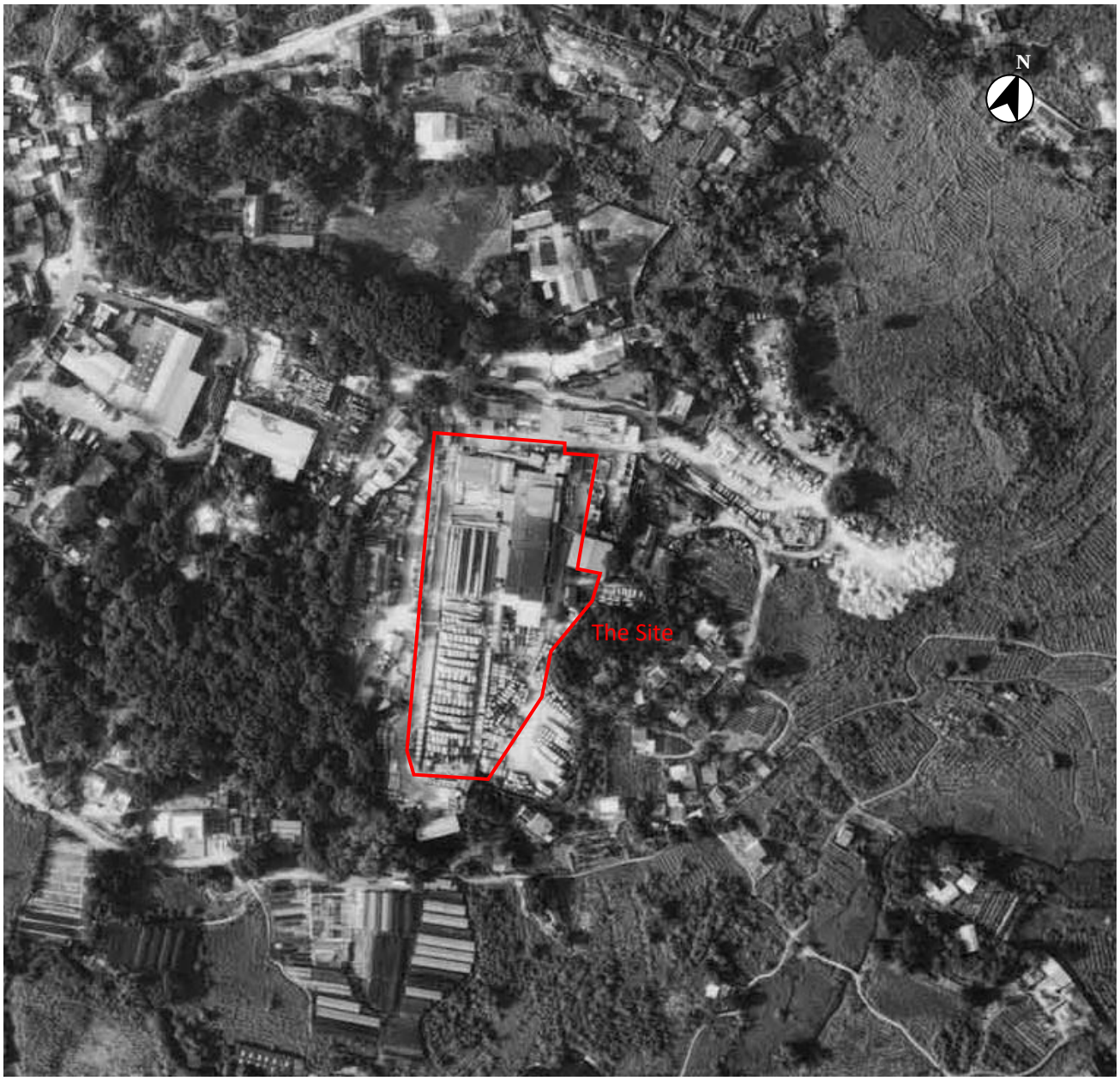
In 1987, the norther portion of the Site should be transformed into a concrete batching plant.

Date: November 1995



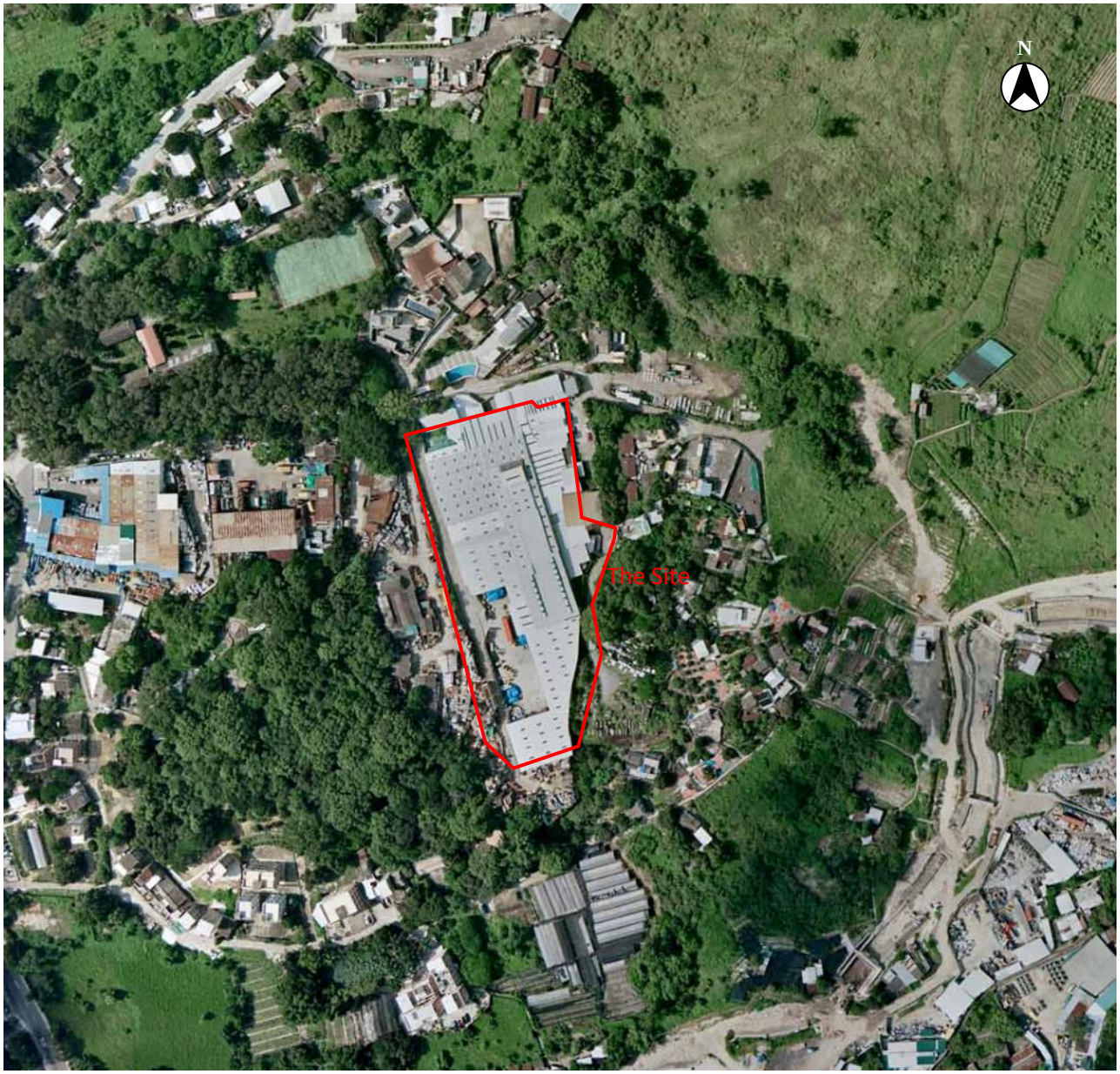
In 1995, the concrete batching plant located at the northern side of the Site and the warehouses should still be there.

Date: October 1998



In 1998, the Site was remained as a concrete batching plant located at the northern side of the Site. Warehouses remained at the eastern and southern side of the Site.

Date: August 2010



In 2010, the concrete batching plant at the northern side of the Site was not found and the whole site should be reconstructed to provide warehouses for storage purpose.

Date: March 2019

In 2019, all the warehouses of the Site were already transformed into temporary concrete batching plant.

Appendix S PHOTOGRAPHS OF THE EXISTING SITE

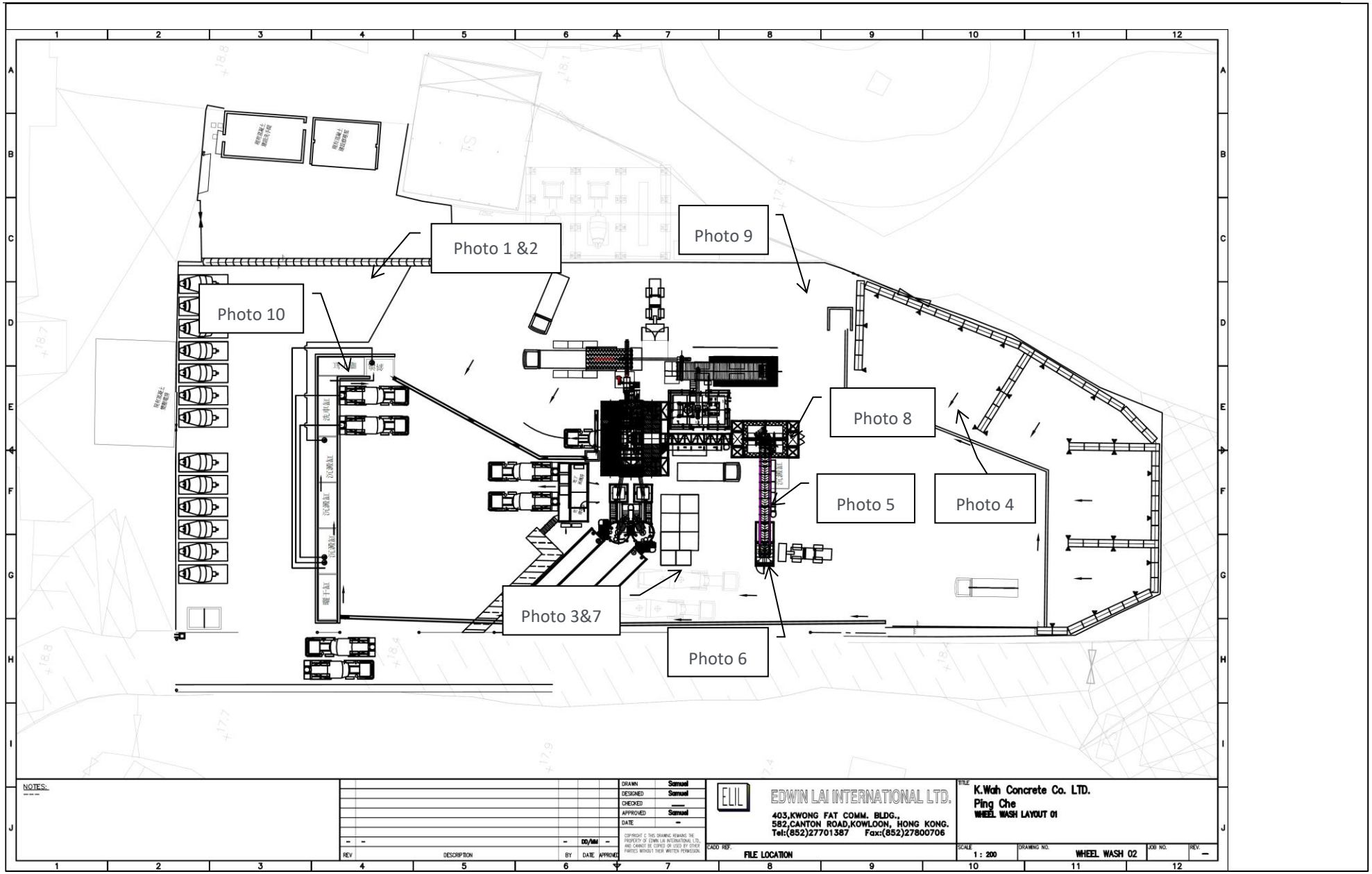


Photo 1 &2
Photo 9
Photo 10
Photo 8
Photo 5
Photo 4
Photo 3&7
Photo 6
NOTES:
DRAWN Samuel
DESIGNED Samuel
CHECKED
APPROVED Samuel
DATE
EDWIN LAI INTERNATIONAL LTD.
403,KWONG FAT COMM. BLDG.,
582,CANTON ROAD,KOWLOON, HONG KONG.
Tel:(852)27701387 Fax:(852)27800706
TITLE
K.Wah Concrete Co. LTD.
Ping Che
WHEEL WASH LAYOUT 01
CADD REF.
FILE LOCATION
SCALE 1 : 200
DRAWING NO. WHEEL WASH 02
JOB NO.
REV. –
REV DESCRIPTION BY DATE APPROVED

Photo 1 – Maintenance Office

No land contamination activities was observed.

Photo 2 – Maintenance Office (Chemicals Store)

Secondary containments are provided for the chemicals store for hydraulic fluid. No leakage of hydraulic fluid was observed.

Photo 3 – Admixtures Tanks

Secondary containments are provided for the admixture tanks. No leakage of chemicals was observed.

Photo 4 – Stockpile Area of Aggregate

No land contamination activities was observed.

Photo 5 – Ground Hopper and Conveyor Belt

No land contamination activities was observed.

Photo 6 – Ground Hopper

No land contamination activities was observed. No leakage of chemicals (i.e. lubricating oil) was observed.

Photo 7 – Admixtures Tanks

Secondary containments are provided for the admixture tanks. No leakage of chemicals was observed.

Photo 8 – Overhead Hopper

No land contamination activities was observed. No leakage of chemicals (i.e. lubricating oil) was observed.

Photo 9 – Diesel Storage Area Secondary containments are provided for the diesel containers. No leakage of diesel was observed.	Photo 10 – Sedimentation Tank No land contamination activities was observed.

Appendix T RESPONSES FROM EPD AND FSD

SMEC

Member of the Surbana Jurong Group

local people
global experience

Our ref: 7076723/L26943/AW/CY/MCC/rw

22 January 2021

Environmental Protection Department
Environmental Compliance Division
Regional Office (North), Yuen Long
10/F., Sha Tin Government Offices
No. 1 Sheung Wo Che Road
Sha Tin, N.T.

By Email & Post

Attention: Ms Karen HUI

Dear Madam

S16 Planning Application for Temporary Use in Ping Che, New Territories
Request for Information – Land Contamination Study

A Temporary Use is planned to be provided at a location shown on the attached Site Location Plan in Ping Che and a planning application for this temporary use will be made under Section 16 of the Town Planning Ordinance (TPO). We have been commissioned by the Applicant of the aforementioned planning application to prepare an Environmental Assessment (EA) to support the planning application.

In order to identify the potential land contamination issue, we would appreciate if you could provide us with an updated list of any current/past licences for storage of Dangerous Goods (DG), registration of Chemical Waste Producers or records of incidents of chemical spillage / leakage from relevant authorities (e.g. FSD, EPD), etc. relating to the Site, if any.

Should you have any enquiries regarding the above, please feel free to contact the undersigned on 3995 8138 or to cleo.yip@smec.com or our Mr Arthur CHIU on 3995 8144 or to arthur.chiu@smec.com.

Thank you for your attention.

Yours faithfully

Cleo YIP
Senior Environmental Consultant

Encl.

cc Mr Hugh LAU – Applicant by email
Ms Pearl HUI – AECOM by email

SMEC ASIA LIMITED
27/F Ford Glory Plaza, 37-39 Wing Hong Street
Cheung Sha Wan, Kowloon, Hong Kong
T +852 3995 8100
F +852 3995 8101
E hongkong@smec.com
W www.smec.com

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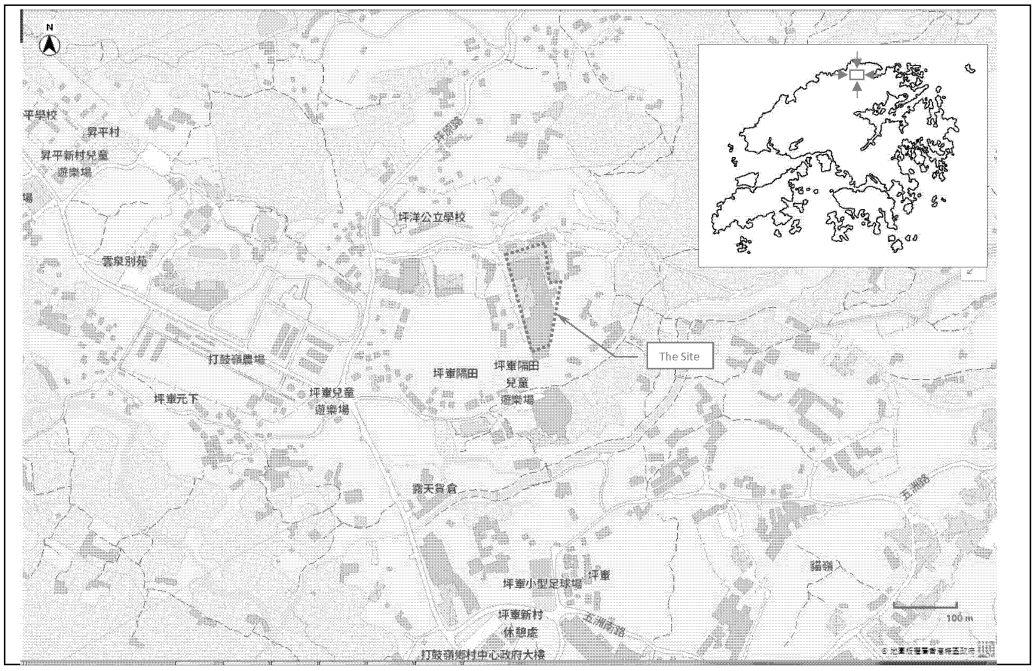
Site Location Plan



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Page 1 of 1

本署檔案
OUR REF : ( ) EP/RN/433317
來函檔案
YOUR REF : 7076723/L26943/AW/CY/MCC/rw
電 話
TEL NO : 2158 5832
圖文傳真
FAX NO : 2650 6033
網 址
HOMEPAGE : http://www.epd.gov.hk/

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F., Shatin Government Offices,
1 Sheung Wo Che Road,
Shatin, N.T.

環境保護署
環保法規管理科
區域辦事處(北)
新界沙田上禾輋路 1 號
沙田政府合署 10 樓

(By Email Only)

8 February 2021

SMEC Asia Ltd.
27/F, Ford Glory Plaza
37-39 Wing Hong Street
Cheung Sha Wan, Kowloon
Hong Kong

(Attn.: Ms. Cleo YIP, Senior Environmental Consultant)

Dear Ms. YIP,

S16 Planning Application for Temporary Use in Ping Che, New Territories
Request for Information – Land Contamination Study

We refer to your above letter under reference requesting for chemical spillage / incident record. Given no particular time period were mentioned in the letter, to avoid unnecessary wastage of resources, a search of 5 year records may be a reasonable choice.

For the records of Chemical Waste Producer Registration, a registry of chemical waste producers is available in our Territory Control Office. Should you like to view the records, you may approach Mr. Eric FUNG at 2835 1027 for making an appointment to view the records.

This Regional Office has no record of chemical spillage / leakage incident at the captioned locations in the past 5 years. Nonetheless, you may also need to check with other relevant parties / departments for such information as appropriate.

Yours faithfully,

(Ms. Karen HUI)
for Director of Environmental Protection

SMEC

Member of the Surbana Jurong Group

local people
global experience

Our ref: 7076723/L26942/AW/CY/MCC/rw

22 January 2021

Fire Services Department
Fire Services Headquarters Command
Management Group
9/F, Fire Services Headquarters Building
1 Hong Chong Road
Tsim Sha Tsui East, Kowloon

By Email & Post

Attention: Mr TANG Wing Wah

Dear Sir

S16 Planning Application for Temporary Use in Ping Che, New Territories
Request for Information – Land Contamination Study

A Temporary Use is planned to be provided at a location shown on the attached Site Location Plan in Ping Che and a planning application for this temporary use will be made under Section 16 of the Town Planning Ordinance (TPO). We have been commissioned by the Applicant of the aforementioned planning application to prepare an Environmental Assessment (EA) to support the planning application.

In order to identify the potential land contamination issue, we would appreciate if you could provide us with an updated list of any current/past licences for storage of Dangerous Goods (DG), registration of dangerous goods license, fire incidents or incidents of spillage/leakage of dangerous goods, etc. relating to the Site, if any.

Should you have any enquiries regarding the above, please feel free to contact the undersigned on 3995 8138 or to cleo.yip@smec.com or our Mr Arthur CHIU on 3995 8144 or to arthur.chiu@smec.com.

Thank you for your attention.

Yours faithfully

Cleo YIP
Senior Environmental Consultant

Encl.

cc Mr Hugh LAU – Applicant by email
Ms Pearl HUI – AECOM by email

SMEC ASIA LIMITED
27/F Ford Glory Plaza, 37-39 Wing Hong Street
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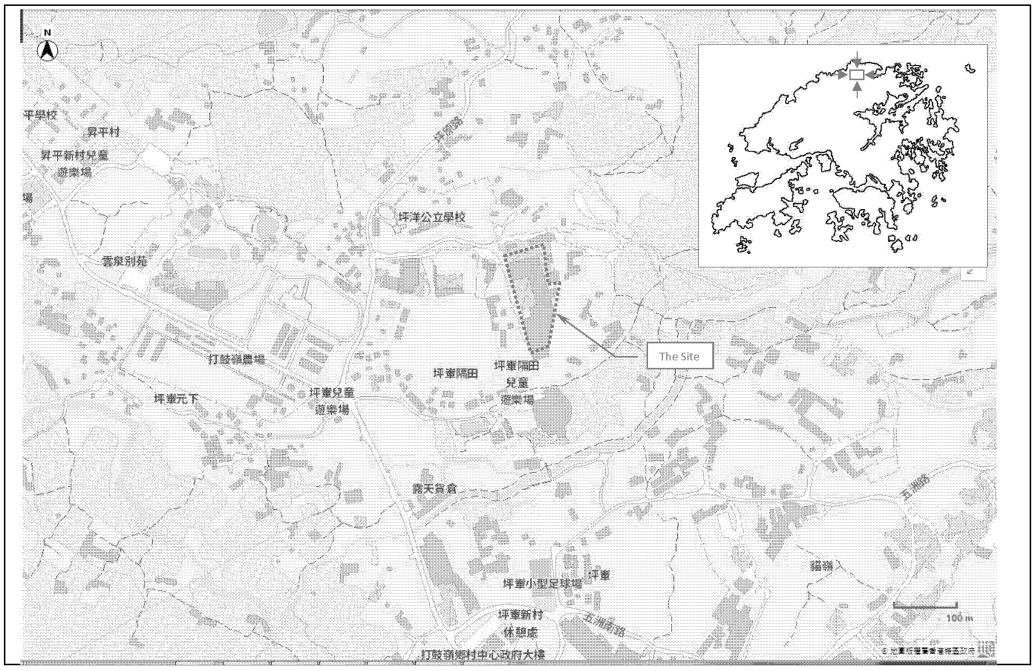
Site Location Plan



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Page 1 of 1

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong

本處檔號 **OUR REF.** : (110) in FSD GR 6-5/4 R Pt. 32
來函檔號 **YOUR REF.** : 7076723/L26942/AW/CY/MCC/rw
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2739 5879
電 話 **TEL NO.** : 2733 7741

24 March 2021

SMEC Asia Limited
27/F Ford Glory Plaza,
37-39 Wing Hong Street,
Cheung Sha Wan, Kowloon, Hong Kong.
(Attn: Ms. Cleo YIP, Senior Environmental Consultant)

Dear Ms. YIP,

S16 Planning Application for
Temporary Use in Ping Che, New Territories
Request for Information of Dangerous Goods & Incident Records

I refer to your email of 22.1.2021 and subsequent email of 26.1.2021 regarding the captioned request and reply below in response to your questions.

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

Should you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(NG Wing-chit)
for Director of Fire Services

Ref. number and date should be quoted in reference to this letter
凡 提 及 本 信 時 請 引 述 編 號 及 日 期

local people
global experience

SMEC is recognised for providing technical excellence and consultancy expertise in urban, infrastructure and management advisory. From concept to completion, our core service offering covers the life-cycle of a project and maximises value to our clients and communities. We align global expertise with local knowledge and state-of-the-art processes and systems to deliver innovative solutions to a range of industry sectors.

www.smec.com

AECOM

AECOM
12/F Grand Central Plaza, Tower 2
138 Shatin Rural Committee Road
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香港新界沙田鄉事會路 138 號
新城市中央廣場第 2 座 12 樓
www.aecom.com

+852 3922 9000 tel
+852 3922 9797 fax

Our ref: 6061670/0097/22/2022000079D

By Email and Hand

30 May 2022

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

Dear Sir / Madam,

Section 16 Planning Application for Temporary Concrete Batching Plant at Lot 153 (Part) in D.D. 77 in Ping Che, New Territories for a Period of 5 Years (Application No. A/NE-TKL/681)
Submission of Fourth Further Information

Reference is made to the captioned Section 16 Planning Application submitted on 29 June 2021, First Further Information submitted on 8 November 2021, Second Further Information submitted on 22 February 2022, Third Further Information submitted on 11 April 2022 and departmental comments from Transport Department (TD) and Environmental Protection Department (EPD) received via emails dated 20 April 2022 from the Sha Tin, Tai Po and North District Planning Office of Planning Department and 20 May 2022 from the Sheung Shui, Fanling, Tai Po Section of EPD.

On behalf of the Applicant, we hereby submit a table of responses to departmental and public comments (R-to-C table) (**Appendix A**) for your consideration.

In addressing departmental comments from TD and EPD, replacement pages of Traffic Impact Assessment (TIA) (**Appendix B**) and replacement pages of Environmental Assessment (EA) report (**Appendix C**) have been updated and appended to the R-to-C table for your consideration.

In accordance to TPB PG-No. 32A, this submission of further information does not result in a material change of the nature of the captioned planning application, hence it should be accepted by Secretary of the Town Planning Board for inclusion into the application.

We sincerely hope that with the above information, it will better facilitate the Town Planning Board in favourably consider our proposed development. Should you have any queries, please feel free to contact our Mr. Andy Pang at 3922 8013 or the undersigned at 3729 0429.

Yours faithfully,
For and on behalf of
AECOM Asia Company Ltd.

Pearl Hui
Executive Director, Urban Planning
Urbanism + Planning, Hong Kong

Encls.

Appendix A: R-to-C Table (70 copies)
Appendix B: Replacement pages of TIA Report (70 copies)
Appendix C: Replacement pages of EA Report (70 copies)

c.c.

TP/N3, PlanD	Attn: Ms. CHAN Lok Ting, Michelle
Engr/N2, TD	Attn: Mr. CHEUNG Kim Hung, Michael
EPO(SA)64, EPD	Attn: Mr. LYN Wing Chung, Alex

APPENDIX A

Table of Responses to Departmental Comments

Section 16 Planning Application for Temporary Concrete Batching Plant within "Industrial (Group D)" Zone at Lot 153 (Part) in D.D. 77 in Ping Che for a Period of 5 Years (Application No. A/NE-TKL/681)

Further Information (4)

Table of Responses to Departmental Comments

Item	Department	Page
1	Transport Department (TD) • Comments received via Email dated 20 April 2022 from PlanD	2
2	Environmental Protection Department (EPD) • Comments received via Email dated 20 May 2022 from EPD	3
3	Environmental Protection Department (EPD) • Further comments received via Email dated 27 May 2022 from EPD	4
4	Public Comments • Received during the statutory public inspection period from 26 April 2022 to 17 May 2022	5

	Department Comments	**Responses**
1.	Transport Department (TD) Received via Email dated 20 April 2022 from PlanD (responsible TD officer: Mr. CHEUNG Kim Hung, tel.: 2399 2405 (Engr/North 2))	
1.1	I have the following comments on the above application from traffic engineering point of view:	Noted.
1.2	(i) We observed the applicant has revised the road improvement works proposal from their previous submission of November 2021. In particular, the effective road width of a section of the access road was reduced from the previous 7.3m to 5.0m. The concerned section of the access road consisted a road bend which affects the driver sightline for oncoming traffic. This revision would create a potential road hazard and it is not supported from traffic engineering viewpoint;	The proposed road improvement scheme has been reviewed and revised as shown in **Figure 5.1A**.
1.3	(ii) Given that the proposed road improvement works was revised. The applicant should seek comments on their revised proposal from the relevant parties/land owners and provide their responses for our reference. Agreement from relevant parties on future management and maintenance of the concerned roads should also be provided; and	Relevant parties/ land owners have been consulted on the revised road improvement scheme submitted in the Further Information (2). Such responses have been provided in the Further Information (2). As a recap, the proposed road improvement works falls on Government land and private lots. Relevant government departments (LandsD, HAD and HyD) were consulted and no comments were expressed on the scheme. The extended passing bay proposed under this submission is of minor change in nature. The subject area also falls on the Government land and there shall not be problem to obtain subject land for the road works. As response in the Further Information (2), the affected private Lot 158 RP is owned by the Applicant. The Applicant has also obtained initial consent from the land owners of the affected Lot 159 RP. There shall not have land grant issue for the proposed road improvement works. Noted that TD has concern on traffic and pedestrian safety at Ping Yuen Road and the access road, road improvement scheme is therefore proposed to allow 2-way traffic movement at Ping Yuen Road and to provide footpath at the access road to ensure pedestrian safety. The TIA has concluded that the proposed development with the road improvement scheme is considered acceptable from traffic point of view.
1.4	(iii) It is anticipated during the construction of the temporary concrete batching plant. Traffic flow thereat will increase substantially. As such, the proposed road improvement works should be completed and handed over to the management	As stated in the TIA report, the estimated construction traffic for the construction and demolition materials to/from the proposed development would not be more than 4 construction vehicles per day. Hence, the traffic

	and maintenance parties before construction works on the temporary concrete batching plant is permitted to commence.	impact caused by the construction traffic would be minimal and the construction of the concrete batching plant shall not hinge on the completion of the proposed improvement works. Nonetheless, the proposed improvement works would be completed before the commencement of the operation of the concrete batching plant.
1.5	The applicant should satisfactorily address the above comments before we can further consider the subject application.	Noted.
2.	Environmental Protection Department (EPD) Received via Email dated 20 May 2022 from EPD (responsible EPD officer: LYN Wing Chung, tel.: 2835 1117 (EPO/Strategic Assessment 64))	
	<u>Air Quality</u>	
2.1	Paragraph 3.1.1, 1st bullet - The current AQOs have been effective since 1 January 2022. Please amend.	Para. 3.1.1 has been amended accordingly.
2.2	Paragraph 3.5.4 - Please explain why the data for year 2022 from PATHv2.1 is adopted even though the operation of the concrete batching plant starts in year 2023 (Is it for conservative assessment?).	Para 3.5.4 has been revised to "…As a conservative approach, the data for year 2022 from PATHv.2.1 was adopted in this assessment even though the proposed commencement year is 2023…."
2.3	Table 3-6 - For 24-hour FSP, please delete the rows "10th maximum" and "19th maximum" and fill in the data for "36th maximum" for past background.	Table 3-6 has been revised to provide data for "36th maximum" for past background.
2.4	Figure 3-8 - Please explain why the height for this contour is 7.5 mAG.	According to the result in Discrete of Annual Average FSP, the highest concentration (i.e. 19.5 µg/m^3) was at the 2nd floor (i.e. 7.5m above ground) of ASR14. Therefore, the revised contour has been carried out at the 7.5mAG.
2.5	Please use the Emfac data of year 2038 to calculate the Trips/VKT since the traffic data of year 2038 is adopted.	Emfac data of year 2038 has been used to calculate Trips/VKT.
2.6	Start EFs at 720min for all vehicle classes are adopted in the calculation. Please justify why maximum start Efs are not adopted.	The maximum start EFs for each vehicle classes has been adopted in the calculation.
2.7	Please provide the % for territory-wide VKT adjustment and trips/VKT ratio adopted in Appendix E.	The % for territory-wide VKT adjustment and trips/VKT ratio adopted have been provided in Appendix E.
2.8	Table 3-8 - Please remove "N/A" and present the results for Annual NO2 of ASR 33 and delete the footnote No. 3 of Table 3-8.	Noted. Whilst N/A has been removed, footnote no. 3 has been amended to interpret the annual average NO2 concentration of 45µg/m^3 at ASR33 that: a) ASR33 is a children playground and people would have transient stay at such kind of areas only. Thus, ASR33 is unlikely subject to a long term air quality impact, i.e., annual average concentration. b) According to the results, the annual average NO2 concentration of 45µg/m^3 at ASR33 would mainly be due to traffic emissions and

		background. Because the manufacturing of the proposed Concrete Batching Plant will be driven solely by the mains, the aforementioned exceedance would mainly be contributed by Tier 2 and Tier 3 sources rather than Tier 1 (the Proposed Development). c) By comparing with the monitoring data of Air Quality in Hong Kong 2015 and the background concentration of PATH, approx. 40% of ozone should be reacted with NO to form NO2. Therefore, the annual average NO2 concentration at ASR33 should be approx. 31µg/m^3 which would still be within the AQO criterion of 40µg/m^3. Please refer to the revised footnote 3 of Table 3-8 for details.
	<u>Air Modelling</u>	
2.9	For Table 3-6, 4th maximum 10-min SO2 are incorrect. Please rectify.	There is no 4th maximum 10-min SO^2 presented in Table 3-6
2.10	The emission source is input incorrectly in Caline4. Please rectify.	The emission source has been revised in Caline4.
2.11	For Table 3-6, 4th maximum 10-min SO2 are incorrect. Please rectify.	There is no 4th maximum 10-min SO^2 presented in Table 3-6
2.12	Discrepancies are found between model files and report for: • 24-hr averaged FSP discrete results • Annual and hourly averaged NO2 contour plots. Please rectify.	There is no 4th maximum 10-min SO^2 presented in Table 3-6
	<u>Noise</u>	
2.13	RtC item 1.12 and Sections 4.5.9 - Please review if it is appropriate to revise the 2nd sentence as follows: "*... As mentioned in paragraph 4.5.5, no more than 12* ***vehicles will enter and leave*** *~~veh/hour and 4 veh/hour will travel within~~ the site* ***during*** *~~at~~ day time ~~and evening time respectively~~. ...*"	Para. 4.5.9 has been revised accordingly.
2.13	Table 4.9 - i. Predicted noise level of IN5 during day-time scenario 2 does not tally with Appendix L. ii. Predicted noise level of IN8 during evening-time scenario 2 does not tally with Appendix L.	i. the predicted noise level of IN5 during day-time scenario 2 in Table 4.9 has been revised to align with Appendix L. ii. the predicted noise level of IN8 during evening-time in Table 4.9 has been revised to align with Appendix L.
3.	Environmental Protection Department (EPD) Further comments received via Email dated 27 May 2022 from EPD (responsible EPD officer: LYN Wing Chung, tel.: 2835 1117 (EPO/Strategic Assessment 64))	
3.1	Section 3.8.1, figure showing the open road network should be Figure 3-**<u>4</u>**.	Noted and amended accordingly.
3.2	Section 3.8.2 line 2, should be "emission factors for pollutants **<u>NOx</u>**, RSP and FSP".	Noted and amended accordingly.

3.3	Please update Paragraph 8.1.7 according to the latest results.	Noted and updated accordingly.
3.4	Figure 3.1, EP10_4 is not shown in the figure. Please add.	Noted and amended accordingly.
3.5	Appendix E (P.141/257 of the PDF file) Traffic data, please update the traffic flow of EP12_2.	Noted and updated.
3.6	Appendix E (P.152 – 179/257 of the PDF file) Emission Factors of RSP, FSP and NOx, please remove redundant and outdated sheets.	Noted and deleted.
3.7	-	The other improvements have been made including: a) The format of the descriptions of ASR 27 and ASR 28 in Table 3-5 has been modified to show the descriptions completely. b) The typo "metrological data" has been amended to "meteorological data" in para. 3.8.10. c) The page number of the last page of Appendix P has been corrected from "P-1" to "P-3".
4.	Public Comments Received during the statutory public inspection period from 26 April 2022 to 17 May 2022	
4.1	The proposed development would generate adverse traffic impact to the vicinity. The use of heavy vehicles would induce nuisance to Ping Yuen Road and residents nearby, and queuing of vehicles around the Application Site would be envisaged.	Based on the Traffic Impact Assessment, the nearby junctions and road links would be operating within capacity in design year 2026 (with the proposed concrete batching). Thus, the proposed development would not impose adverse traffic impact on the local road network. Sufficient parking and waiting spaces would be provided within the Application Site to avoid traffic queue outside the Application Site. As mentioned in the Environmental Assessment Report, no adverse air quality and noise impact on the sensitive uses will be arising from the proposed development. Therefore, no adverse nuisance to the residents due to the proposed development is anticipated.
4.2	Ping Yuen Road is a single lane road. The heavy vehicles accessing the concrete batching plant have been posing danger to pedestrian using the road. Besides, these heavy vehicles have damaged some parts of Ping Yuen Road and residents nearby have to rely on Government department on the road maintenance work.	Road improvement scheme has been proposed and would be implemented by the Applicant to allow 2-way traffic movement at Ping Yuen Road and to provide footpath at the access road to enhance pedestrian safety. Upon obtaining planning approval and prior to the commencement of the proposed development. the applicant will liaise with relevant Government departments to identify the appropriate agent on future maintenance. Should it be consider appropriate, the applicant is willing to take up the

		maintenance responsibility of the section of Ping Yuen Road under the road improvement scheme.
4.3	The proposed development would cause adverse environmental impact, including potential sewerage, air and noise nuisance during concrete production.	For domestic sewage from toilet and grey water from washing sinks, the sewage and grey water will be collected and temporarily stored sewage storage tanks. The stored sewage will be tankered away by a licensed collector. For wastewater from sprinklers’, surface runoff and wheel washing, the wastewater will be treated by using sedimentation tank and then re-used. For air quality and noise impact, the assessment results show no unacceptable air quality and/or noise impact will be resulted. Overall, no adverse environmental impact will be arising from the proposed development as assessed in the Environmental Assessment Report.

30 May 2022

APPENDIX B

Replacement Pages of
Traffic Impact Assessment Report

5 TRAFFIC IMPACT ASSESSMENT

5.1 Junction Capacity Assessment

5.1.1 The operational performance of the identified critical junctions based on year 2026 traffic forecasts (both "Reference Case" and "Design Case" scenarios) have been assessed. The results of junction capacity analysis are summarized in **Table 5.1** for both cases. Capacity calculation sheets are attached in **Annex B**.

Table 5.1 Junction Performance in 2026

Ref.	Junction	2026 DFC*			
		Reference Case		Design Case	
		AM Peak	PM Peak	AM Peak	PM Peak
J1	Ping Yuen Road / Ping Che Road (Southern)	0.44	0.41	0.43	0.41
J2	Ping Yuen Road / Ping Che Road (Northern)	0.42	0.40	0.42	0.39
J3	Ping Yuen Road / Access Road	0.30	0.27	0.29	0.27
J4	Sha Tau Kok Road / Ping Che Road	0.53	0.56	0.53	0.56
J5	Lin Ma Hang Road / Ping Che Road	0.21	0.17	0.21	0.17
J6	Ping Yuen Road / Ping Yeung Interchange	0.63	0.57	0.63	0.57

* DFC = Design Flow / Capacity ratio for priority junction or roundabout

5.1.2 As shown in **Tables 5.1**, all the critical junctions would be operated within capacity in year 2026 for both "Reference Case" and "Design Case" scenarios. Also, all the critical junctions under "Design Case" (with proposed development) would have the same or smaller DFC (i.e. better performance) than that under "Reference Case" (without proposed development).

5.2 Proposed Traffic Improvement Scheme

5.2.1 Taking into account of the site operation, daily traffic generation of the proposed development and existing road condition of Ping Yuen Road and the access road, road improvement scheme was proposed in order to enhance traffic performance. The proposed traffic improvement scheme is shown in **Figure 5.1A**.

a) *Road Improvement Scheme on the Access Road*
Road improvement scheme of the section of access road between Ping Yuen Road and proposed development is proposed. The length of the existing easternmost passing bay would be extended from 12m to 20m. An intermediate passing bay between the easternmost and westernmost passing bay would be introduced as indicated in **Figure 5.1A**.

In addition, 2m wide of footpath is proposed along the southern side of access road. Pedestrian from Ping Che Road could walk along the existing footpath of Ping Yuen Road, and route via the proposed footpath of access road to access the proposed development, or vice versa.

b) *Local Road Improvement Scheme on the Ping Yuen Road*
Local road improvement scheme of the section of Ping Yuen Road between Ping Che Road and the access road is proposed. Sufficient spaces would be provided for maneuvering of heavy vehicles in both directions concurrently.

5.2.2 Swept path analysis of the proposed traffic improvement scheme was conducted and shown in the **Annex A**. No maneuvering problem is found.

5.2.3 The feasibility of the road improvement scheme is subject to further review in the detailed design stage, which takes into account the physical conditions of the roads and technical considerations.

5.3 Road Link Assessment

5.3.1 With the proposed traffic improvement scheme, the volume / capacity (V/C) ratios of the critical road links based on year 2026 traffic forecasts ("Design Case") have been assessed. The results are summarized in **Table 5.2**.

Table 5.2 Road Link Performance in 2026

Ref.	Road Link	Dir.	Capacity (pcu/hr)	2026 Design Case			
				Traffic Flows (pcu/hr)		V/C	
				AM Peak	PM Peak	AM Peak	PM Peak
L1	Sha Tau Kok Road (to the west of Sha Tau Kok Road / Ping Che Road Roundabout)	EB	3024(1)	909	764	0.3	0.25
		WB	3024(1)	959	934	0.32	0.31
L2	Sha Tau Kok Road (to the east of Sha Tau Kok Road / Ping Che Road Roundabout)	2-way	1836(2)	1502	1417	0.82	0.77
L3	Ping Che Road	2-way	1836(2)	1502	1327	0.82	0.72
L4	Lin Ma Hang Road	2-way	864(3)	250	155	0.29	0.18
L5	Ping Yuen Road	2-way	864(3)	539	529	0.62	0.61

Notes: Based on TPDM vol.2 Chapter 2.4, para. 2.4.1.1 and para. 2.4.1.2:
(1) For dual 2-lane carriageway (7.3m), the design flow is 2800 veh/hr. With consideration of high heavy vehicle content, 10% reduction in design flow per lane is adopted. Assuming PCU factor is 1.2, the design flow would be 3024 pcu/hr (i.e. 2800*1.2*(1-10%)).
(2) For single 2-lane carriageway (7.3m), the design flow is 1700 veh/hr. With consideration of high heavy vehicle content, 10% reduction in design flow per carriageway is adopted. Assuming PCU factor is 1.2, the design flow would be 1836 pcu/hr (i.e. 1700*1.2*(1-10%)).
(3) For 2-lane single carriageway, the 2-way design flow is 800 veh/hr. With consideration of high heavy vehicle content, 10% reduction in design flow per carriageway is adopted. Assuming PCU factor is 1.2, the design flow would be 864 pcu/hr (i.e. 800*1.2*(1-10%)).

5.3.2 To assess the whether the Access Road (L6) would be able to handle the traffic flows in the design year 2026, utilization capacity of the critical section of L6 is calculated to reflect the road link performance which is given below:

Table 5.3 Road Link Performance of L6 in 2026

Traffic Arm (1) (Refer to Figure 5.1)	2026 Design Traffic Flows (pcu/hr) [A]		Distance Required for Bypassing the Critical Road Section (m)	Time Required for Bypassing the Critical Road Section (sec) [B]	Total Time Required for Bypassing the Critical Road Section (sec) [A] X [B]	
	AM Peak	PM Peak			AM Peak	PM Peak
Point A → Point B	127	117	74	9	1143	1053
Point B → Point A	117	102	74	9	1053	918
				Total	**2196**	**1971**
				Utilization [A] X [B] / 3600 sec =	**61%**	**55%**

Notes:
(1) Please refer to Figure 5.1 for the location of Point A and Point B.
(2) Based on assumed speed of 30km/hr.

5.3.3 As shown in **Table 5.3**, a total time of 1971 to 2196 sec would be utilized by the 2026 design traffic flows within an hour during AM and PM peaks. In conclude, the utilization capacity of the unnamed single track access road would be 61% and 55% during the AM and PM peak hour respectively and the unnamed access road would be operating within capacity in design year 2026 (with the proposed development) which is considered acceptable.

5.3.4 Queueing situation at the two passing bays of the Access Road (L6) was also determined using Poisson distribution and multi-servers queuing (M/M/N) theory as presented as follows:

Probability of zero unit in system

$$P(0) = \frac{1}{\sum_{n=0}^{K-1} \frac{\rho^n}{n!} + \frac{\rho^K}{K!(1-\rho/K)}}$$

Probability of n unit(s) in system

$$P(n) = \frac{\rho^n}{n!} P(0) \qquad \text{for } n \le K$$

$$P(n) = \frac{\rho^n}{K^{n-K} K!} P(0) \qquad \text{for } n \ge K$$

Where $\rho = q/Q$
q = averaged arrival rate (veh/sec)
Q = averaged service rate of each service channel (veh/sec)
K = number of service channel/server (no.)

5.3.5 In view that the 2026 design traffic flows during AM peak period is more critical, it is then adopted for the queuing assessment. The probability showing the no. of vehicles waiting at the passing bays is summarized in **Table 5.4**.

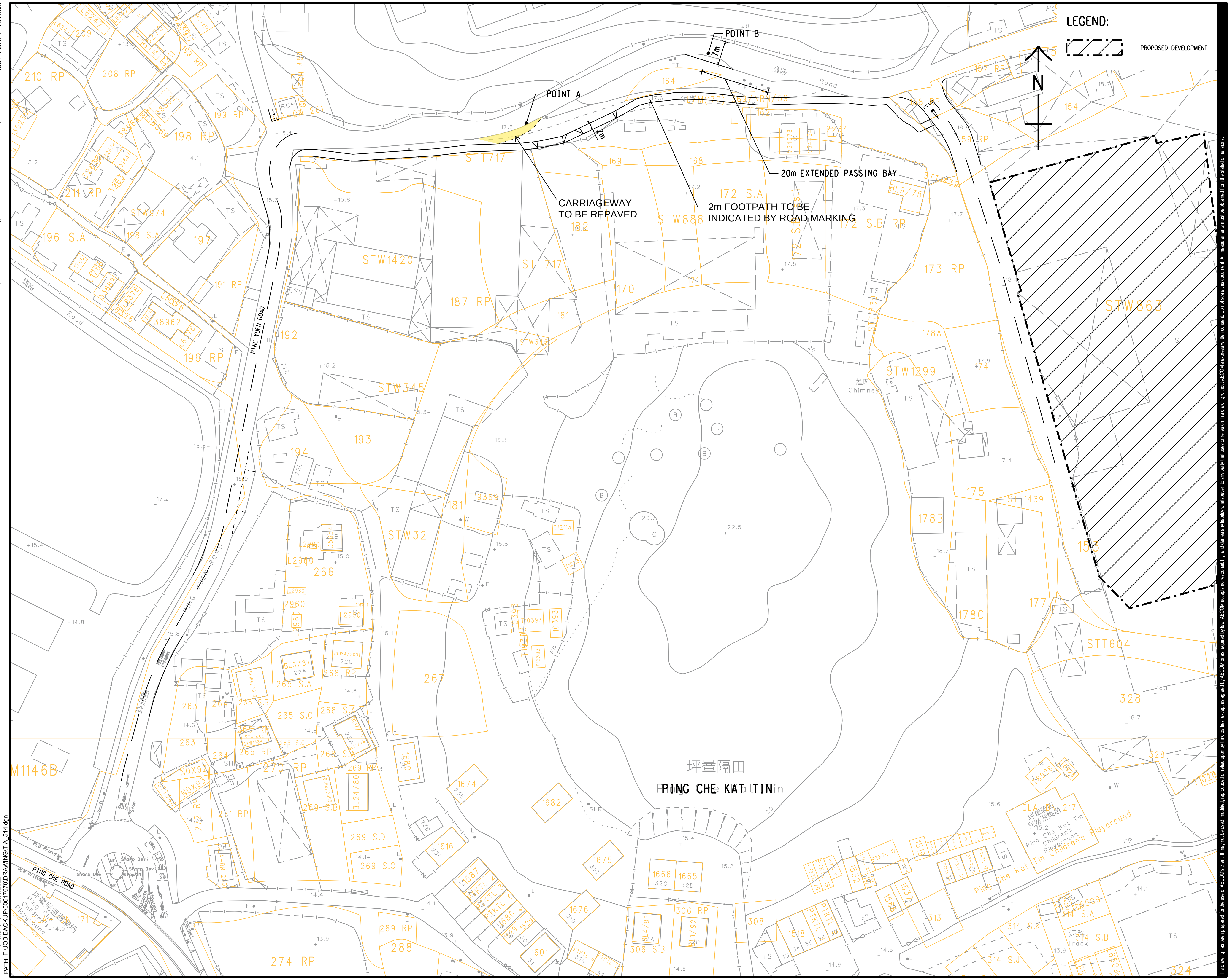
Table 5.4 Probability of No. of Vehicles Waiting at the Passing Bays

Passing Bay(1)	Adopted Critical Traffic Flows(2) (pcu/hr)	Averaged Service Rate(3) (veh/sec)	No. of Vehicles Waiting at the Passing Bay	Probability (%)	Accumulated Probability (%)
Eastern Passing Bay (Point B)	117	9	0	61.00	61.00
			1	23.79	84.79
			2	3.62	97.69
Western Passing Bay (Point A)	127	9	0	70.75	70.75
			1	20.69	91.44
			2	6.05	97.49

Notes:
(1) Please refer to Figure 5.1 for the location of Point A and Point B.
(2) 2026 AM Peak Hour Design Traffic Flows are adopted.
The averaged arrival rate (q) = Critical Traffic Flows / 3600
(3) The averaged service rate per channel = the time required by each vehicle to bypass the critical section (i.e. 1 veh/9 sec = 0.1111 veh/sec)

5.3.6 According to the above analysis as shown in Table 5.4, the probability of more than 2 vehicles waiting at the two passing bays is less than 4%. As the length of the passing bays is >12m (i.e. 6m x 2 = 12m), they shall be able to accommodate the waiting vehicles which is thus considered acceptable.

5.3.7 With the proposed traffic improvement scheme, the assessment results indicated that all critical road links would be operated without capacity problem.



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SCALE 比例 | **DIMENSION UNIT** 尺寸單位

A3 1 : 1000 | METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號 | **CONTRACT NO.** 合約編號

60617670

SHEET TITLE 圖紙名稱

PROPOSED ROAD IMPROVEMENT SCHEME AT PING YUEN ROAD AND ACCESS ROAD

SHEET NUMBER 圖紙編號

FIGURE 5.1A

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PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號:

SHEET TITLE
圖紙名稱

PROPOSED ROAD IMPROVEMENT

Swept Path Analysis of 11m Vehicle for Proposed Road Improvement Scheme at Ping Yuen Road Section (2-way)

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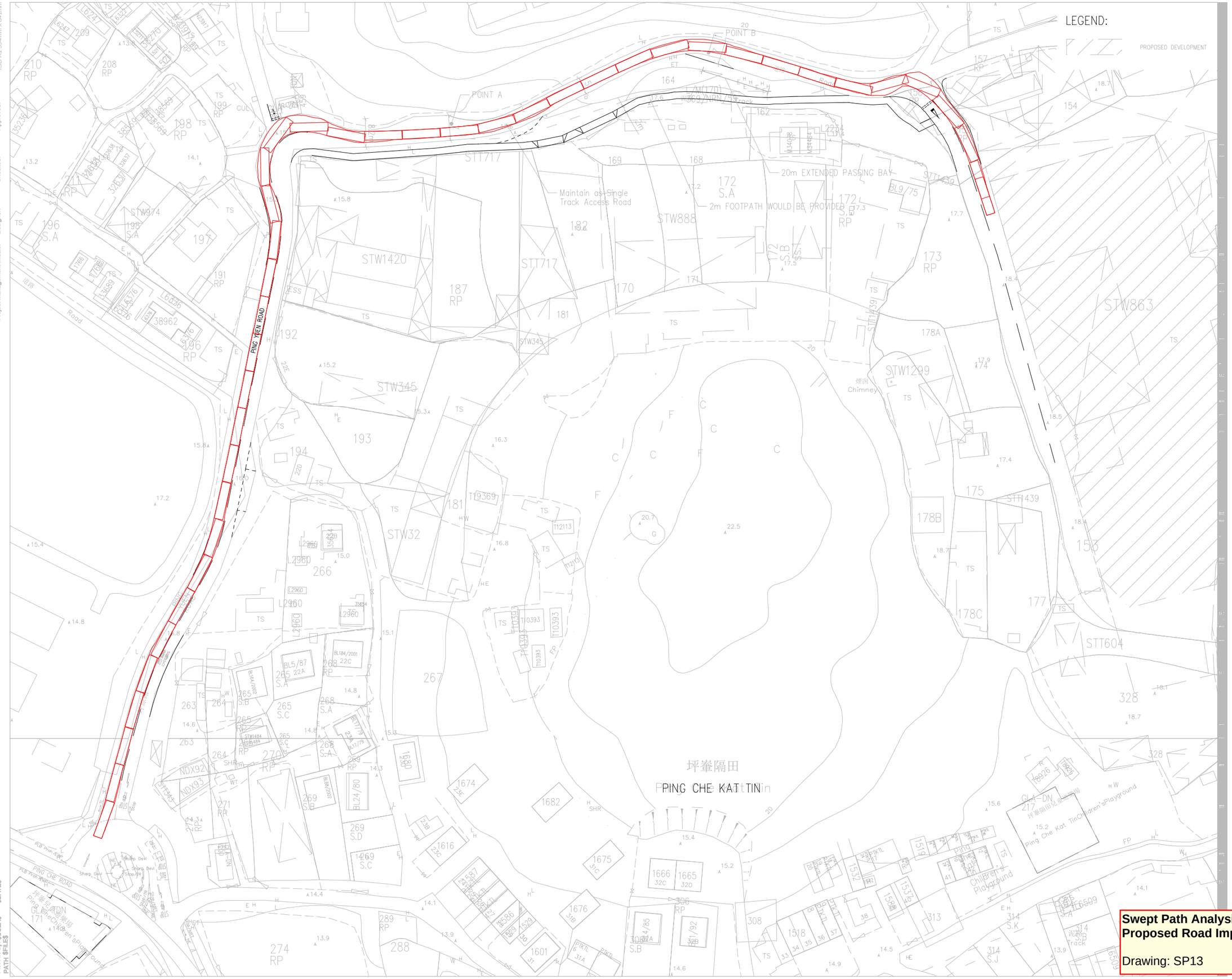

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SHEET TITLE
圖紙名稱

PROPOSED ROAD IMPROVEMENT SCHEME AT PING YUEN ROAD AND

Swept Path Analysis of 11m Vehicle for Proposed Road Improvement Scheme (Ingress)

Drawing: SP13 Scale: 1:1000 (A3)

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PROPOSED ROAD IMPROVEMENT SCHEME AT PING YUEN ROAD AND

Swept Path Analysis of 11m Vehicle for Proposed Road Improvement Scheme (Egress)

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PROPOSED DEVELOPMENT

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PROPOSED ROAD IMPROVEMENT SCHEME AT PING YUEN ROAD AND

Swept Path Analysis of 16.5m Vehicle for Proposed Road Improvement Scheme (Ingress)

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PROJECT NO. 項目編號: 60617670

CONTRACT NO. 合約編號:

SHEET TITLE
圖紙名稱

PROPOSED ROAD IMPROVEMENT SCHEME AT PING YUEN ROAD AND

Swept Path Analysis of 16.5m Vehicle for Proposed Road Improvement Scheme (Egress)

Drawing: SP16

Scale: 1:1000 (A3)

APPENDIX C

Replacement Pages of Environmental Assessment Report

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3 AIR QUALITY

3.1 Environmental Legislation and Standards

3.1.1 The following documents are referred to:

- The *Air Pollution Control Ordinance* (APCO) (Cap. 311) including the current Air Quality Objectives (AQOs) has been effective since 1 January 2022.
- The *Air Pollution Control (Construction Dust) Regulation* enacted under Section 43 of the APCO.
- The *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation.*
- Chapter 9 Environment of *Hong Kong Planning Standards and Guidelines* (HKPSG).
- *A Guidance Note on the Technical, Management and Monitoring Requirements for Specified Process – Cement Works (Concrete Batching Plant) BPM 3/2(16)*" (the BMP).

APCO

3.1.2 The APCO provides statutory control of air pollutants from a variety of stationary and mobile sources. The prevailing AQOs for seven pollutants, including Sulphur Dioxide ("SO_2"), Respirable Suspended Particulates ("RSP" or "PM_{10}"), Fine Suspended Particulates ("FSP" or "$PM_{2.5}$"), Nitrogen Dioxide ("NO_2"), Ozone ("O_3"), Carbon Monoxide ("CO") and Lead ("Pb"), are shown in shown in ***Table 3-1***.

Table 3-1 Hong Kong Air Quality Objectives

POLLUTANT	AVERAGING TIME	PREVAILING AQOs	
		CONCENTRATION LIMIT [i] (µg/m³)	NUMBER OF EXCEEDANCES ALLOWED
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	50	3
Respirable Suspended Particulates (RSP or PM_{10}) [ii]	24-hour	100	9
	Annual	50	N/A
Fine Suspended Particulates (FSP or $PM_{2.5}$) [iii]	24-hour	50	35
	Annual	25	N/A
Nitrogen Dioxide (NO_2)	1-hour	200	18
	Annual	40	N/A
Ozone (O_3)	8-hour	160	9
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
Lead (Pb)	Annual	0.5	N/A

Notes:

1. All measurements of the concentration of gaseous air pollutants, i.e., sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.
2. RSP means suspended particles in air with a nominal aerodynamic diameter of 10µm or less.
3. FSP means suspended particles in air with a nominal aerodynamic diameter of 2.5µm or less.

3.4 Identification of Air Sensitive Receivers

3.4.1 A site visit was conducted on 7 November 2019. Based on the site visit and desktop review, the representative Air Sensitive Receivers ("ASRs") located in the vicinity of the Site have been identified. Some of the structures which were vacant/abandoned houses identified during the site visit are not considered as ASRs.

3.4.2 A number of representative ASRs have been identified within the 500m Study Area from the boundary of the Site, which are listed in ***Table 3-5***, below, and their locations are shown on ***Figure 3-2***.

Table 3-5 Representative ASRs

ASR NO.	DESCRIPTIONS	NO OF STOREYS	RECEPTOR HEIGHTS ABOVE GROUND LEVEL (mAG)	DISTANCE FROM THE SITE
ASR 1	Temporary Structure	3	1.5, 4.5 & 7.5	22.1
ASR 2	Temporary Structure	3	1.5, 4.5 & 7.5	21.6
ASR 3	Temporary Structure	3	1.5, 4.5 & 7.5	10.8
ASR 4	Temporary Structure	3	1.5, 4.5 & 7.5	52.6
ASR 5	Temporary Structure	3	1.5, 4.5 & 7.5	41.2
ASR 6	Temporary Structure	3	1.5, 4.5 & 7.5	62.6
ASR 7	Temporary Structure	3	1.5, 4.5 & 7.5	45.4
ASR 8	Temporary Structure	3	1.5, 4.5 & 7.5	42.2
ASR 9	Temporary Structure	3	1.5, 4.5 & 7.5	36.7
ASR 10	Ping Che Kat Tin Children Playground	1	1.5	55.2
ASR 12	Temporary Structure	3	1.5, 4.5 & 7.5	14.8
ASR 13	Temporary Structure	3	1.5, 4.5 & 7.5	24.6
ASR 14	Temporary Structure	3	1.5, 4.5 & 7.5	22.9
ASR 15	Temporary Structure	3	1.5, & 4.5	50.4
ASR 16	Temporary Structure	3	1.5	73.9
ASR 17	Village House, No. 505 Ping Che	1	1.5, 4.5 & 7.5	76.6
ASR 18	Village House 1, unknown	3	1.5, 4.5 & 7.5	51.8
ASR 19	Village House 2, unknown	3	1.5, 4.5 & 7.5	51.3
ASR 20	Village House, Ping Che Kat Tin 40	3	1.5, 4.5 & 7.5	99.8
ASR 21	Village House, Ping Che Kat Tin 32D	3	1.5, 4.5 & 7.5	140.6
ASR 22	Village House, Ping Che Kat Tin 23E	3	1.5, 4.5 & 7.5	185.5
ASR 23	Village House, Ping Che Kat Tin 22B	3	1.5, 4.5 & 7.5	207.0
ASR 24	Wisen Industries Ltd., Ping Che No.	1	1.5	81.2
ASR 25	Village House, Ping Che No. 507	1	1.5	64.7
ASR 26	Storage of Duran (Hong Kong) Ltd.	2	1.5 & 4.5	37.4
ASR 27	Temporary Structure (新文華電焊公司)	1	1.5	20.8

ASR NO.	DESCRIPTIONS	NO OF STOREYS	RECEPTOR HEIGHTS ABOVE GROUND LEVEL (mAG)	DISTANCE FROM THE SITE
ASR 28	Guadalupe Missioners, No. 508 Ping Che	1	1.5	40.0
ASR 29	Village House, No. 156 Ping Yeung	2	1.5 & 4.5	318.4
ASR 30	Temporary Structure (Storage)	1	1.5	217.0
ASR 31	Village House 4, unknown	2	1.5 & 4.5	201.0
ASR 32	Village House 3, unknown	1	1.5	217.6
ASR 33	Ping Che Children's Playground	1	1.5	309.6
ASR 34	Auto Repair Shop (冠好汽車維修)	1	1.5	291.7

3.5 Air Quality Impact Assessment

Background Air Quality

3.5.1 According to the "*Guidelines on Assessing the 'TOTAL' Air Quality Impacts*" issued by EPD, *Pollutants in the Atmosphere and their Transport over Hong Kong* ("PATH") is a territory-wide air quality model developed by EPD to estimate air pollutants concentration over the whole Pearl River Delta region including Hong Kong. The latest version of the PATH model is PATH-2016.

3.5.2 The data in year 2022 have been extracted from PATH V2.1 in Grids (38, 56), (38, 57), (39, 56) and (39, 57), which are adopted as the background pollutant concentrations for this EA study.

Assumptions Using PATH V2.1 data

3.5.3 With reference to Section 2.8 of "*Guidelines on Choice of Models and Model Parameters*" [Ref. 2] published by EPD in July 2021 suggests the adjustment of daily RSP and FSP for PATH V2.1 data are as follows:

- 10th highest daily RSP concentration: add 11µg/m^3
- Annual RSP concentration: add 10.3µg/m^3
- 19th and 36th highest daily FSP concentration: Nil
- Annual FSP concentration: add 3.5µg/m^3

3.5.4 PATH V2.1 data of background concentrations of pollutants was released by EPD in July 2021, while the prevailing AQOs have been effective since 1 January 2022. As a conservative approach, the data for Year 2022 from PATHv.2.1 was adopted in this assessment even though the proposed commencement year is 2023. The background concentrations of RSP and FSP in 2022 are summarised in ***Table 3-6*** below.

Table 3-6 Background Concentrations of RSP and RSP in 2022 from PATH V2.1

Pollutant	Averaging Time	AQO (µg/m^3)	Data	Background Concentrations (µg/m^3) from PATH V2.1 Grids				Past Background
				(38, 56)	(38, 57)	(39, 56)	(39, 57)	
RSP	24-hour	100 (9)	Maximum	104.5	103.6	97.6	98.2	81
			10th Maximum	71.1	70.8	68.6	69.8	58
			No. Exceedance	1	1	0	0	0

2 Guidelines on Choice of Models and Model Parameters, https://www.epd.gov.hk/epd/english/environmentinhk/air/guide_ref/guide_aqa_model_g1.html

Pollutant	Averaging Time	AQO (µg/m³)	Data	Background Concentrations (µg/m³) from PATH V2.1 Grids				Past Background
				(38, 56)	(38, 57)	(39, 56)	(39, 57)	
	Annual	50	Average	29.3	29.6	28	28.5	24
FSP	24-hour	50 (35)	Maximum	86.4	85.3	80.2	80.6	66
			36th Maximum	27.5	28	25.6	26	28
			No. Exceedance	11	11	11	11	0
	Annual	25	Average	17.2	17.3	15.9	16.4	15
NO_2	1-hour	200 (18)	Maximum	158.7	156.5	154.3	150.1	167
			19th Maximum	116.0	115.3	102.9	96.0	106
			No. Exceedance	0	0	0	0	0
	Annual	40	Average	13.6	13.6	11.5	12.0	30

Note:

* The data of past background at Tai Po AQMS were extracted from *Air Quality In Hong Kong 2020, EPD (2021), since there is insufficient data at the nearest AQMS which is North AQMS.*

3.6 Assessment Methodology for Cumulative Impact Assessment

3.6.1 In accordance with EPD's "*Guidelines on Assessing the "'Total' Air Quality Impacts*" published in July 2021, the total air quality impacts comprise contributions from three tiers of emission sources, which include the followings:

- Tier 1 – Primary contributions which include emission sources induced by the project.
- Tier 2 – Secondary contributions which include pollutant-emitting activities in the immediate neighbourhood.
- Tier 3 – Background contributions which include pollution not accounted for by the previous two tiers.

3.6.2 Based on the above definitions, the following emissions sources have been identified as the three tiers of emission sources, which were summed up as the cumulative air quality impacts in this study.

Emissions from the Operation of the Proposed CBP (Tier 1 Emissions)

3.6.3 Emissions generated from the operation phases of the proposed CBP are the emission sources induced by the project. Hence, emission points from the CBP are identified and these EPs are considered as the Tier 1 emission and were assessed using the air dispersion model AERMOD.

Emission from the Immediate Neighbourhood (Tier 2 Emission)

3.6.4 Tier two emissions are those emissions arising from the operation of the proposed development (i.e. CBP) as well as those generated by other concurrent projects including operations of industrial plant governed under SP Licences or other chimney emissions identified within 500m Study Area. Air dispersion model AERMOD is adopted for simulating the impacts from these types of emissions on the ASRs. With reference to the Regional Office (North) of EPD's record, there is no emission identified within 500m Study Area that is governed under SP Licence. The relevant letter issued by EPD is shown in ***Appendix B***. In accordance with the approved EIA "*North East New Territories New Development Area (EIA-213/2013)*", there is one existing chimney identified within 500m Study Area. The emission from this chimney will be included in the cumulative air quality impact assessment. The location of the chimney identified is shown in ***Figure 3-3***. The emission details are listed below.

No.	ID	Descriptions	Source Type	Fugitive/ Non-fugitive	X	Y	Ground mPD [Note 1]	Height (mAG)	Exhaust Gas Flowrate (m^3/h)	Exhaust Gas Flowrate (m^3/s)	Diameter (m)	Exit Temperature (K)	Exit Velocity (m/s)	RSP	NO_x
														Emission Rates (g/s)	Emission Rates (g/s)
1	C1	Existing Chimneys	Point	Non-fugitive	834800.0	842780.0	15.4	22	11,945.9	3.31831	0.65	373	10	0.054530	0.545300

Note
1. With reference to the Appendix 3-7 of the Approved EIA "North East New Territories New Development Areas Planning and Engineering Study – Investigation", no mPD level of the Ch
Therefore, 15.4mPD level as revealed from the basemap of Survey Mapping Office (SMO) of Lands Department is assumed.

3.6.5 Tier two emissions related to the vehicular emissions generated from the off-site traffic, i.e. open roads within 500m study area have been estimated using both the EMFAC-HK Version 4.3 developed by EPD, as well as a line source air dispersion model namely CALINE4 model developed by USEPA. EMFAC-HK Version 4.3 is a tool for estimating the emission factors for roads segment within 500m Study Area, while CALINE4 model could be used for estimating the concentrations of pollutants at ASRs generated from the tailpipe emissions of vehicles travelling along the road networks within 500m Study Area. The assumptions adopted for these two modelling tools are presented in ***Sections 3.7*** and ***3.8*** below. The open road networks within 500m Study Area that will be included in the vehicular emissions is shown in ***Figure 3-4***.

PATH V2.1 Background Concentration (Tier 3 Emissions)

3.6.6 PATH V2.1 data extracted from EPD which are projected background concentrations of different pollutants at particular PATH grids have been adopted as the background concentrations of various pollutants.

Cumulative Impacts

3.6.7 Air quality impacts arising from Tiers One, Two and Three emissions as described in ***Sections 3.6.3*** to ***3.6.5*** are summed up together to obtain the cumulative impacts of pollutants at the ASRs.

3.7 AERMOD and AERMET

3.7.1 A Gaussian dispersion model "AERMOD" has been used to estimate pollutant concentrations at ASRs. The model is originally developed by the United States Environmental Protection Agency (USEPA) and is adopted for evaluating industrial chimney releases (point sources) as well as area and volume sources.

3.7.2 "AERMET" is a meteorological pre-processor developed by USEPA and is used for organising meteorological data into a format suitable for use by AERMOD. Three stages are involved in AERMET for processing the meteorological data; the first stage extracts meteorological data and processes the data with quality assessment checks; the second stage merges all data available for 24-hour periods and stores these data in a single file; and the third stage reads the merged meteorological data and estimates the necessary boundary layer parameters for use by AERMOD.

Meteorological Conditions

3.7.3 The meteorological data modelled by using WRF in grids (38, 56), (38, 57), (39, 56) and (39, 57) at the lowest level were adopted for the air quality modelling assessment and some adjustments had been made based on the following assumptions:

1. The temperatures, wind speeds, wind directions, cloud covers, relative humidity, mean sea level pressure and mixing height extracted from the WRF were converted into format that is suitable for on-site data input in AERMET.
2. Hours 01 to 23 in WRF raw meteorological data were assumed as hours 01 to 23 in the final meteorological data file. Hour 00 of WRF is assumed as Hour 24 of the previous day in final meteorological date file.

3. With reference to King's Park Weather Station data recorded in 2015 provided by Hong Kong Observatory ("HKO"), the minimum mixing height is 131m and the maximum mixing height is 1,941m.
4. The wind speed extracted from raw WRF meteorological data which are less than 1m/s are adjusted to be 1m/s.
5. Cloud cover extracted from raw WRF meteorological data have original values ranges between 0 to 1, which are converted to unit of tenths with reference to the USEPA *AERMET User's Guide*, and the definition of CD144 format as mentioned in the *PCRAMMET User's Guide* to classify the amount of cloud cover measured in tens of percent was adopted, e.g.:
   (1) 0 = clear or less than 10%
   (2) 4 = 40% – 49%
   (3) ''-'' = overcast of 100%
6. Surface roughness was determined based on an inverse-distance weighted geometric mean for a default upwind distance of 1km relative to the measurement site.
7. 7Bowen ratio should be based on a simple unweighted geometric mean (i.e., no direction or distance dependency) for a representative domain, with a default domain defined by a 10km by 10km region centred on the measurement site.
8. Albedo should be based on a simple unweighted arithmetic mean (i.e., no direction or distance dependency) for the same representative domain as defined for Bowen ratio, with a default domain defined by a 10km by 10km region centred on the measurement site.
9. The anemometer height of the meteorological data file was set to be 9m above ground as 9m was the centre of first of 26 vertical levels of WRF data with reference to Section 4.3.1 of *EPD's Final Report of the Territory-wide Air Quality Modelling System Study*.
10. The base elevation of the anemometer adopted in the AERMOD model was assumed to be same as the mPD level of the project site which is approximately 18.2mPD as shown on the survey map provided by the Survey and Mapping Office ("SMO") of the Lands Department.

3.7.4 Surface and upper air levels meteorological data should be required and inputted into AERMET. The lowest level of WRF meteorological data at Grids (38, 56), (38, 57), (39, 56) and (39, 57) were converted to the recognised format and are adopted as the on-site data in AERMET model. The detailed assumptions of the landuse justifications, including the relevant details of sectors divided, calculation of roughness length, bowen ratio and albedo and their corresponding figures are shown in ***Appendix C***.

3.7.5 The output from AERMET consists of two parts; a file with extension ".sfc" is the surface air data; and a file with extension ".pfl" is the upper air data. Data including wind speed, wind direction and temperature in the surface air data from the output file in ".sfc" format were replaced by the original WRF data.

Particle Size Distribution

3.7.6 Particle size distributions are varied for different types of emissions. Therefore, individual particle size distributions for each emission type have been assumed as listed in ***Table 3-7,*** below, in order to better reflect actual emissions conditions.

3.7.7 No particle size distribution was adopted for Dust Collectors (DCs) including EP1 to EP4 and EP6 – EP7 (i.e. DC1 to DC6) due to these emission sources not being fugitive.

Table 3-7 Particle Size Distribution for Different Emission Types

Emission Activity	Particle Size Distribution	Reference	Applied to Emission Sources
Area sources for material loading/ unloading including aggregate storage, and feed hopper	Mean Particle Size (µm) / RSP %age / FSP %age 1.25 / 15% / 100% 3.75 / 42% / 7.5 / 43% / / **100%** / **100%**	Section 13.2.4.3 Aggregate Handling and Storage Piles, AP-42, USEPA.	**EP5**: Aggregate Ground Receiving Hopper EP13 Aggregate Storage
Area sources for truck movements such as Paved Road	Mean Particle Size (µm) / RSP %age / FSP %age 1.25 / 24.2% / 100% 6.25 / 75.8% / / **100%** / **100%**	Table 13.2.1-1 and page 13.2.1-12 of Section 13.2.1.3 of AP-42, USEPA	**EP8 – EP12**: Paved Roads

NOx to NO_2 Conversion

3.7.8 Ozone Limiting Method (OLM) was adopted for conversion of NO_X to NO_2 concentrations from the vehicular tailpipe emissions. According to EPD's Guidelines on Choice of Models and Model Parameters, a conservative 28% of tailpipe NO_X can be assumed to be NO_2 (on a mixing ratio basis) for all vehicle types. With the use of the OLM, NO_2 concentration will be estimated using the following equation:

$$[NO_2]_{pred} = 0.28 \times [NO_X]_{pred\ (CALINE4)} + \text{Minimum}\ \{0.72 \times [NO_X]_{pred(CALINE4)}, \text{OR}\ (46/48) \times [O_3]_{bkgd}\}$$

where

$[NO_X]_{pred\ (CALINE4)}$ = the predicted NO_2 concentration obtained from CALINE4

$[NO_2]_{pred}$ = the predicted NO_X concentration

3.8 Air Modelling for Vehicular Emissions – EMFAC HK Version 4.3 and CALINE4

3.8.1 Vehicular emissions generated from tailpipe emissions from vehicles are modelled for open roads within the 500m Study Area surrounding the Site, as shown on ***Figure 3-4***. Since RSP, FSP and NO_2 are the dominant pollutants arising from vehicular emissions, these pollutants have been assessed in the vehicular emission assessment.

EMFAC HK Version 4.3

3.8.2 The latest EMFAC HK Version 4.3 developed by EPD was adopted to estimate the emission factors for pollutants NO_x, RSP and FSP. The modelling mode namely EMFAC mode has been adopted in this study, which generates emission factors in terms of grams of pollutant emitted per vehicle activity (i.e. in gram/vehicle/mile). The EMFAC mode calculates a matrix of emission factors at specific values of temperature, Relative Humidity ("RH") and vehicle speed for each vehicle class/technology combination. 1-year hourly temperature and RH in 2020 purchased from HKO at Ta Kwu Ling Weather Station were adopted for input. Therefore, the minimum temperature and RH in 2020 for hour 1 to hour 24 throughout the whole year were adopted for estimating the worst-case scenario of EMFAC HK emission factors. The types of emission processes evaluated in EMFAC-HK V4.3 mainly include emissions from running exhaust and start exhaust. Start emissions were applied for all vehicle types on Local Distributor ("LD") and on-site

paved roads within the CBP. No cold start emissions were assumed for road types of Primary Distributor ("PD"), Urban Truck Road ("UT"), District Distributor ("DD"), and Expressway ("EX") as the chance of emissions generation from starting engine is low. This assumption is commonly adopted in other approved Environmental Impact Assessment ("EIA") reports. The number of trips for LD and on-site paved roads within the CBP is estimated by scaling the number of trip for vehicle class within the entire HKSAR using the ratio of VKT for DD, LD and on-site paved roads within the study area to VKT for local and rural roads within the entire HKSAR:

Trips for local and rural roads within Study Area

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

3.8.3 As emission factors (in gram/vehicle/mile) generally reduce over time as technology improves and engines become cleaner and/or pollution control device (such as catalytic converters) become more effective.

3.8.4 Calendar year 2023 in the EMFAC HK was adopted as it is the first year of the tentatively commencement year of the CBP operation. As advised by the traffic consultant, traffic flow is predicted to increase over years with a particular growth rate. Hence, the highest traffic flow within 15 years of occupation will generally be considered as the 15th year from the occupation year, i.e. 2038. On the other hand, vehicular emissions will be improved over the years as there are improvements of vehicle engines technology. Therefore, the highest emission factors will be 2023 among the 15 years after the operation of the CBP. In this connection, adopting emission rates from 2023 together with the traffic forecast data in 2038 will be considered the worst-case scenario in terms of air quality impacts, as this will be the highest emission factors and the highest traffic flow. Detailed of traffic data in 2038 adopted and emission factors estimated using EMFAC-HK are shown in ***Appendix E***. Based on the CBP operator's experience, approximately five minutes would be required to fully unload concrete to a concrete lorry mixer. Because all the trucks including aggregate trucks, concrete lorry mixers, etc., for the CBP will use the same access road, site entrance and site exit, it is not practicable for delivering raw materials when the CBP is under full production. Therefore, the predicted number of 12 veh/hour for Fixed Noise Impact Assessment is a reasonable and realistic figure, while the number of 56 veh/hour adopted in the air modelling is the worst-case scenario.

CALINE4

3.8.5 CALINE4 is a line source air dispersion model and is adopted to estimate the vehicle emission impacts based on the emission rates estimated from EMFAC HK. All major open road sources within 500m Study Area are included for the vehicular emissions assessment.

3.8.6 Since there are constraints for the height input of road sources in CALINE4 model, the following assumptions for estimating the height h_1 have been made in order to deal with this limitation:

- The formation level of the site will be about 18.2mPD, which have been assumed as a reference terrain level.
- For the roads within mPD levels lower than or equal to the reference level (i.e. 18.2mPD), their heights have been assumed as 0m.
- For those roads with mPD levels equal to or higher than 28.2mPD (i.e. 18.2mPD + 10m), their heights are assumed as 10m.
- For those roads with mPD level between 18.2mPD and 28.2mPD, its height will be equal to its height minus 18.2mPD. For example, if the road height is 25mPD, its height are input to be 25mPD – 18.2mPD = 6.8m in the model file.

3.8.7 For the road segments with vertical noise barriers, it is assumed that the traffic pollutants generated from the mitigated road sections would be emitted from the top of the noise barrier. Furthermore, the width of the mixing zone would be assumed as the actual width of the roads.

On the other hand, for noise barriers with canopies (i.e. cantilever barrier) and semi noise enclosures, it is assumed that the traffic pollutants would shift by a distance equal to the covered extent of the mitigated roads.

3.8.8 From the above assumption made for estimating the h_1, together with the actual height above ground (i.e. h_0) of the road sources, the height input (i.e. h') for road sources in the CALINE4 model is equal to

- $h' = h_0 + h_1$ if $h' <= 10m$
- $h' = 10m$ if $h' > 10$

3.8.9 1-year hourly stability class data is estimated using the PCRAMMET tool developed by USEPA.

3.8.10 With the estimation of hourly stability class data, a completed set one year meteorological data extracted from WRF were adopted in the CALINE4 modelling input including the following:

- Temperature
- Wind speed
- Wind direction
- Mixing height
- Stability class
- Surface roughness (Z_0) = 50cm
- Standard deviations for different stability classes: $\sigma \times (Z_0/15cm)^{0.2}$

where Stability Class A (σ_A) = 22.5°

Stability Class B (σ_B) = 22.5°

Stability Class C (σ_C) = 17.5°

Stability Class D (σ_D) = 12.5°

Stability Class E (σ_E) = 7.5°

Stability Class F (σ_F) = 3.8°

3.8.11 Considering that the site is located in rural area with mainly open workshops, mountainous area and some scattered village houses to its surrounding, hence surface roughness of 50cm for new development is adopted with reference to EPD's Guidelines on Choice of Models and Model Parameters.

3.9 Assessment Results

3.9.1 Under the conservative approach by assuming emission rates of PM, RSP and FSP are equal to the maximum allowed emission concentration of 10mg/m^3 from DCs at EP1 – EP4 and EP6 – EP7 in AERMOD modelling, as well as to adopt the highest emissions factors at 2023 coupled with the highest traffic flow in 2038 in vehicular emissions, the worst-case scenario of cumulative results of different pollutants are estimated. Cumulative pollutant concentrations are estimated by summing the impacts generated by the operation of the proposed CBP estimated by the AERMOD, the impacts from vehicular emissions estimated by CALINE4, and the background concentrations extracted from EPD's PATH-v2.1 data. The predicted cumulative impacts of the 10th highest daily and annual average RSP, and 36th highest daily and annual average FSP, as well as the 19th highest hourly and annual average NO_2 are shown in ***Table 3-8***, below.

3.9.2 As shown in ***Table 3-8***, the cumulative RSP, FSP and NO_2 concentrations at all representative ASRs are below the corresponding AQO limits.

3.9.3 Contour plots of the 10th highest 24-hour and annual RSP, the 36th highest 24-hour and annual FSP, and the 19th highest 1-hour NO_2 and annual NO_2 at their corresponding worst hit level are shown in ***Figure 3-5*** to ***Figure 3-8***, respectively. As shown in these figures, pollutant

concentrations at all representative ASRs and other areas with sensitive uses are in compliance with their AQOs limits and not exceedance are identified.

3.9.4 Therefore, it is anticipated that the operation of the proposed CBP will not cause any unacceptable air quality impacts to its surrounding.

Table 3-8 Cumulative Air Quality Impacts at the Representative ASRs

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³					
				10th HIGHEST 24-HR RSP	ANNUAL RSP	36th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2
				COMPARED WITH CURRENT AQO					
ASR1	Temporary Structure	G/F	1.5	72.4	30.7	25.9	17.1	112.4	15.6
		1/F	4.5	72.4	30.4	25.8	17.0	112.0	15.2
		2/F	7.5	70.2	29.8	25.8	17.0	110.4	14.5
ASR2	Temporary Structure	G/F	1.5	72.5	31.4	26.1	17.3	112.8	15.6
		1/F	4.5	72.4	30.9	25.8	17.2	111.5	15.2
		2/F	7.5	70.3	30.0	25.8	17.1	110.8	14.6
ASR3	Temporary Structure	G/F	1.5	73.0	33.3	26.4	17.9	116.6	16.0
		1/F	4.5	72.4	31.9	25.8	17.5	112.2	15.5
		2/F	7.5	71.0	30.2	25.8	17.1	111.5	14.6
ASR4	Temporary Structure	G/F	1.5	72.2	29.8	25.8	16.7	114.9	14.0
		1/F	4.5	72.2	29.6	25.7	16.7	112.2	13.9
		2/F	7.5	71.9	29.3	25.7	16.7	112.2	13.6
ASR5	Temporary Structure	G/F	1.5	72.2	30.0	26.1	16.8	115.4	14.0
		1/F	4.5	72.2	29.8	26.0	16.7	114.8	13.9
		2/F	7.5	72.1	29.4	25.9	16.7	112.2	13.6
ASR6	Temporary Structure	G/F	1.5	72.1	28.9	25.9	16.4	112.4	13.3
		1/F	4.5	72.1	28.9	25.9	16.5	112.4	13.3
		2/F	7.5	72.0	28.9	25.9	16.5	112.4	13.2
ASR7	Temporary Structure	G/F	1.5	71.4	28.9	26.0	16.5	110.2	13.5
		1/F	4.5	71.3	28.9	25.9	16.5	107.4	13.4
		2/F	7.5	70.9	28.9	25.9	16.5	107.0	13.3
ASR8	Temporary Structure	G/F	1.5	69.9	28.8	25.9	16.4	111.4	13.6
		1/F	4.5	69.9	28.8	25.9	16.4	111.4	13.5
		2/F	7.5	70.0	28.8	26.0	16.5	109.5	13.4
ASR9	Temporary Structure	G/F	1.5	69.7	28.8	26.0	16.4	111.5	13.6
		1/F	4.5	69.7	28.8	26.0	16.4	111.4	13.5
		2/F	7.5	69.8	28.8	26.0	16.5	108.5	13.4

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³					
				10th HIGHEST 24-HR RSP	ANNUAL RSP	36th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2
				COMPARED WITH CURRENT AQO					
ASR10	Ping Che Kat Tin Children Playground	G/F	1.5	69.3	28.7	25.7	16.4	106.8	13.5
ASR11	Temporary Structure	G/F	1.5	70.4	29.6	26.4	16.7	111.5	14.1
		1/F	4.5	70.2	29.4	26.1	16.6	111.5	13.9
		2/F	7.5	70.1	29.1	26.0	16.6	107.0	13.7
ASR12	Temporary Structure	G/F	1.5	81.9	36.5	29.6	18.7	128.1	17.4
		1/F	4.5	77.0	33.0	27.1	17.7	111.5	16.1
		2/F	7.5	71.4	30.7	26.6	17.1	108.0	14.7
ASR13	Temporary Structure	G/F	1.5	78.2	34.1	28.9	18.1	107.3	17.7
		1/F	4.5	77.1	32.8	27.6	17.7	107.1	17.0
		2/F	7.5	72.4	31.2	27.3	17.3	106.5	16.0
ASR14	Temporary Structure	G/F	1.5	77.4	36.0	29.9	19.4	126.6	21.4
		1/F	4.5	76.1	35.1	29.5	19.2	111.5	19.8
		2/F	7.5	74.8	34.4	29.8	19.5	109.2	17.7
ASR15	Temporary Structure	G/F	1.5	72.6	31.9	28.3	18.2	113.2	18.0
		1/F	4.5	72.4	31.9	28.5	18.3	112.2	17.1
ASR16	Ping Yeung Public School	G/F	1.5	72.7	29.8	26.5	17.1	105.8	15.8
ASR17	Village House, No. 505 Ping Che	G/F	1.5	70.3	29.4	26.2	16.8	104.4	15.1
		1/F	4.5	69.8	29.5	26.3	16.9	104.4	14.8
		2/F	7.5	69.4	29.5	26.4	17.2	104.0	14.4
ASR18	Village House 1, unknown	G/F	1.5	70.2	29.4	25.8	16.8	104.2	16.1
		1/F	4.5	69.8	29.3	25.8	16.8	103.7	15.3
		2/F	7.5	69.2	29.5	25.7	17.1	103.5	14.4
ASR19	Village House 2, unknown	G/F	1.5	71.1	29.1	25.8	16.6	105.6	15.2
		1/F	4.5	70.6	29.0	25.7	16.6	105.4	14.5
		2/F	7.5	69.6	29.0	25.7	16.7	104.6	13.9
ASR20		G/F	1.5	68.9	28.6	25.7	16.3	106.0	13.6

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³					
				10th HIGHEST 24-HR RSP	ANNUAL RSP	36th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2
				COMPARED WITH CURRENT AQO					
	Village House, Ping Che Kat Tin 40	1/F	4.5	68.9	28.6	25.7	16.3	106.0	13.6
		2/F	7.5	68.9	28.5	25.7	16.3	105.8	13.5
ASR21	Village House, Ping Che Kat Tin 32D	G/F	1.5	68.9	28.6	25.9	16.3	108.0	13.9
		1/F	4.5	68.9	28.6	25.9	16.3	107.4	13.9
		2/F	7.5	68.9	28.5	25.9	16.3	106.6	13.7
ASR22	Village House, Ping Che Kat Tin 23E	G/F	1.5	69.4	28.5	25.7	16.2	109.6	14.6
		1/F	4.5	69.4	28.5	25.7	16.2	109.2	14.5
		2/F	7.5	69.2	28.5	25.9	16.3	108.1	14.3
ASR23	Village House, Ping Che Kat Tin 22B	G/F	1.5	71.9	29.0	25.9	16.5	111.5	16.2
		1/F	4.5	71.9	29.0	25.9	16.5	111.5	15.8
		2/F	7.5	71.7	29.0	26.1	16.5	109.8	15.1
ASR 24	Wisen Industries Ltd., No. 506 Ping Che	G/F	1.5	69.1	29.1	25.7	16.6	104.2	14.4
ASR 25	Village House, No. 507 Ping Che	G/F	1.5	69.4	29.2	25.8	16.7	103.9	14.8
ASR 26	Storage of Duran (Hong Kong) Ltd.	G/F	1.5	72.4	29.6	25.9	16.9	114.1	19.3
		1/F	4.5	71.6	29.4	25.8	16.7	112.7	15.6
ASR 27	Temporary Structure (新文華電焊公司)	G/F	1.5	72.2	30.0	25.9	16.9	113.2	16.9
ASR 28	Guadalupe Missioners, No. 508 Ping Che	G/F	1.5	74.2	31.0	27.0	17.6	112.2	22.1
ASR 29	Village House, No. 156 Ping Yeung	G/F	1.5	68.8	28.4	25.6	16.2	104.3	16.3
		1/F	4.5	68.7	28.3	25.6	16.2	104.3	14.7
ASR 30	Temporary Structure (Storage)	G/F	1.5	69.0	28.6	26.0	16.4	113.5	17.0
ASR 31	Village House 4, unknown	G/F	1.5	69.6	28.9	25.9	16.6	111.9	16.0
		1/F	4.5	69.7	28.8	25.9	16.5	106.2	14.8

ASR ID	DESCRIPTION	FLOOR	HEIGHT (mAG)	CUMULATIVE AIR POLLUTANTS CONCENTRATION, µg/m³					
				10th HIGHEST 24-HR RSP	ANNUAL RSP	36th HIGHEST 24-HR FSP	ANNUAL FSP	19th HIGHEST 1-HR NO_2	ANNUAL NO_2
				COMPARED WITH CURRENT AQO					
ASR 32	Village House 3, unknown	G/F	1.5	72.4	30.5	28.1	18.0	117.9	26.8
ASR 33	Ping Che Children's Playground (坪輋兒童遊樂場)	G/F	1.5	73.4	30.4	28.4	18.1	154.3	38.9
ASR 34	Auto Repair Shop (冠好汽車維修)	G/F	1.5	69.1	28.4	25.7	16.3	115.3	18.2
Maximum Concentration (µg/m³)				**81.9**	**36.5**	**29.9**	**19.5**	**154.3**	**38.9**
Prevailing AQO Criteria (µg/m³)				**100 [9]**	**50**	**50 [35]**	**25**	**200 [19]**	**40**

Notes:

1. On the last row, the numbers in square brackets ("[]") are the maximum numbers of exceedances allowed per year.
2. Each underlined value is the maximum predicted concentration among all ASRs.

Figure 3-1 Locations of Emission Points

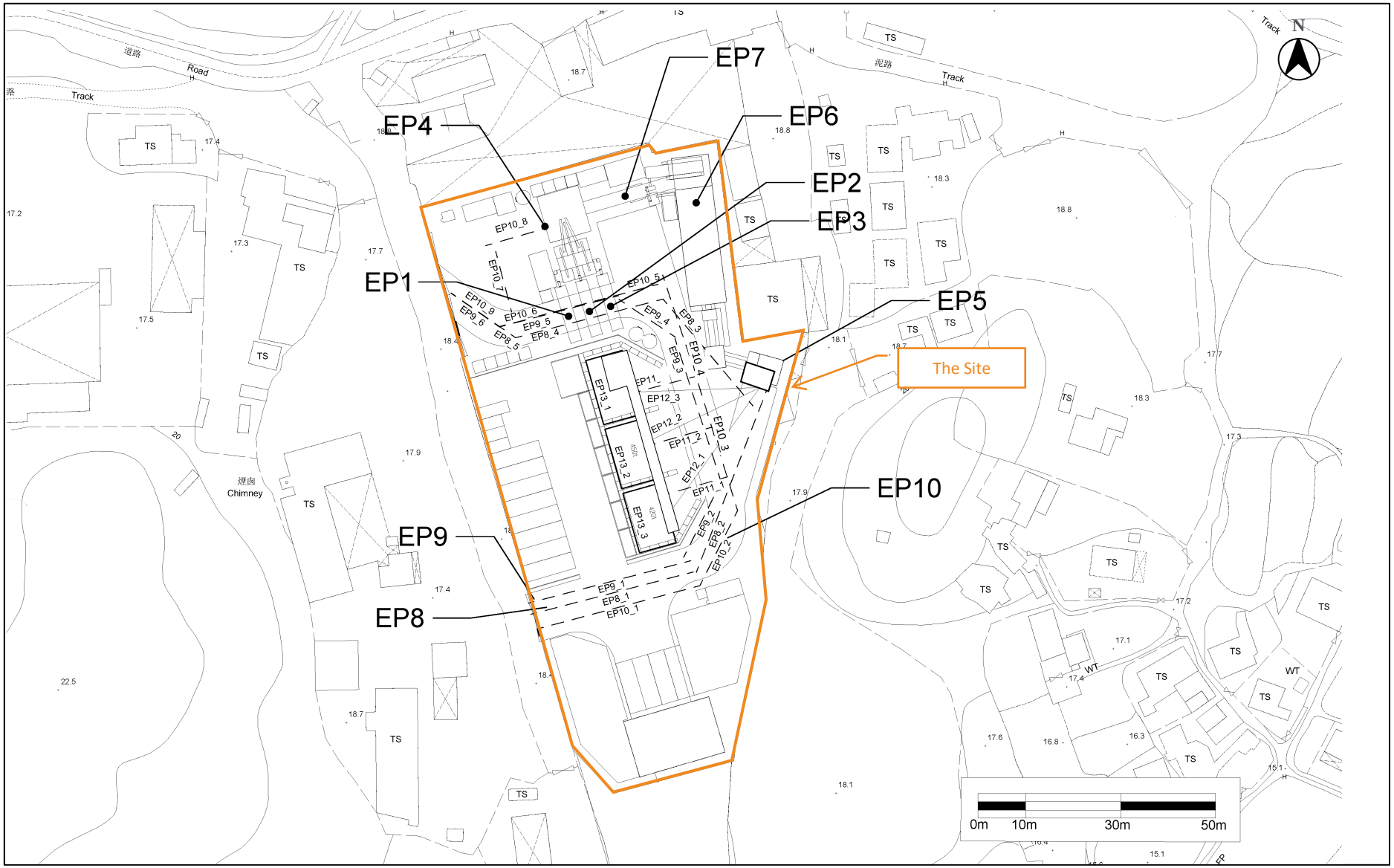


Figure 3-5 Contour Plot of the 10th Highest 24-hour RSP at 1.5mAG

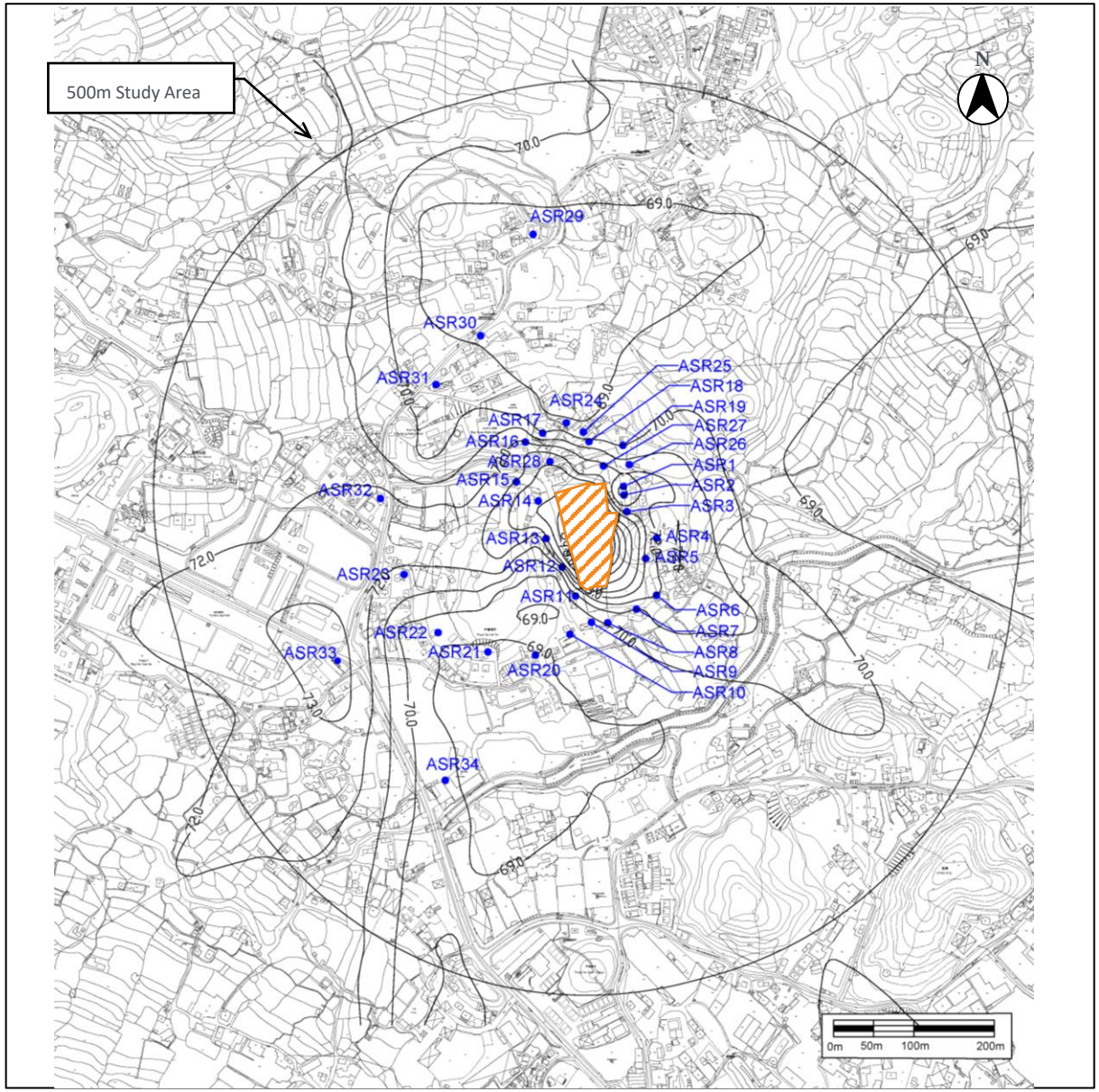


Figure 3-6 Contour of the Annual Average RSP at at1.5mAG.

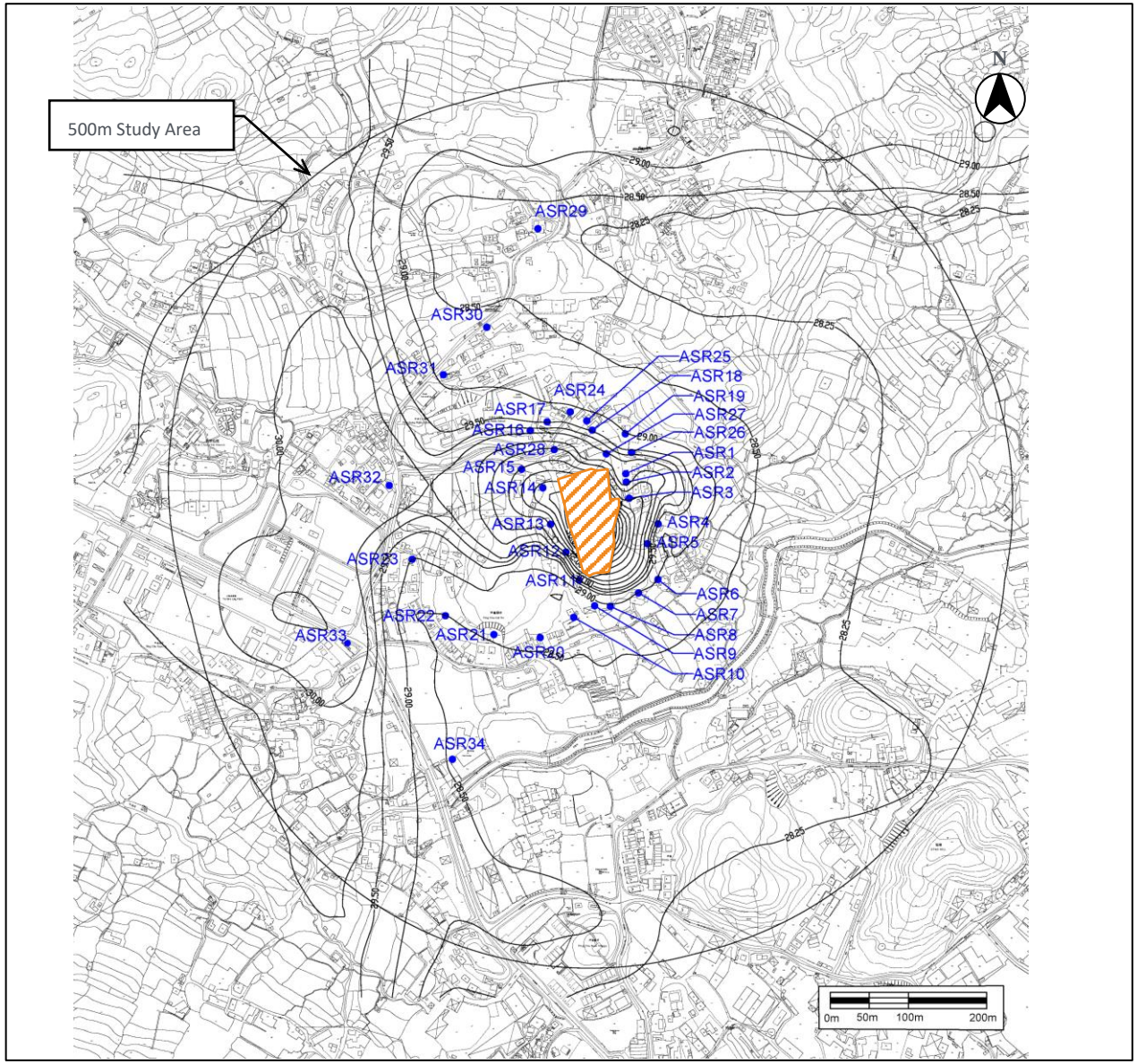


Figure 3-7 Contour Plot of the 36th Highest 24-hour FSP at 1.5mAG

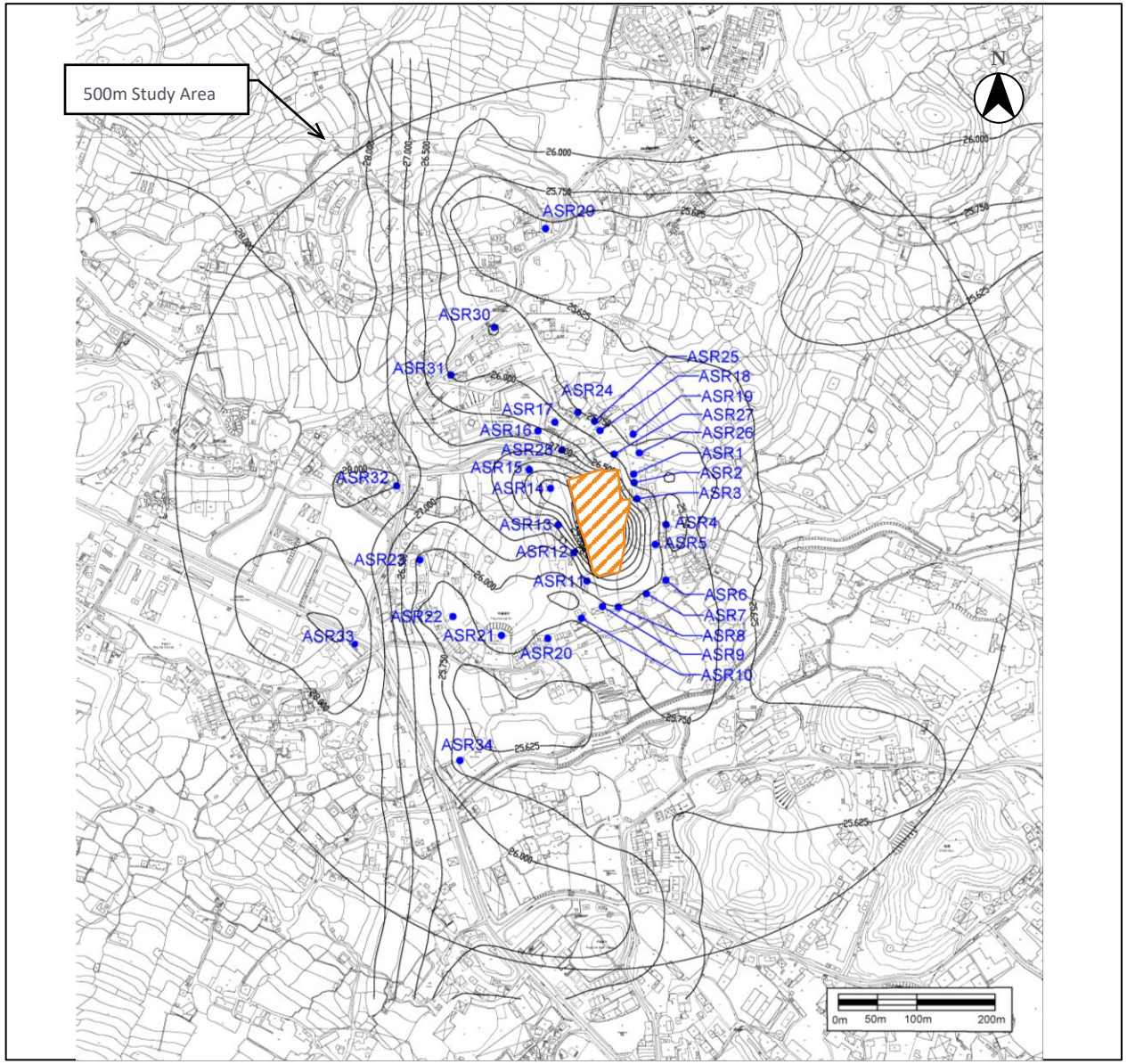


Figure 3-8 Contour of the Annual Average FSP at 7.5mAG

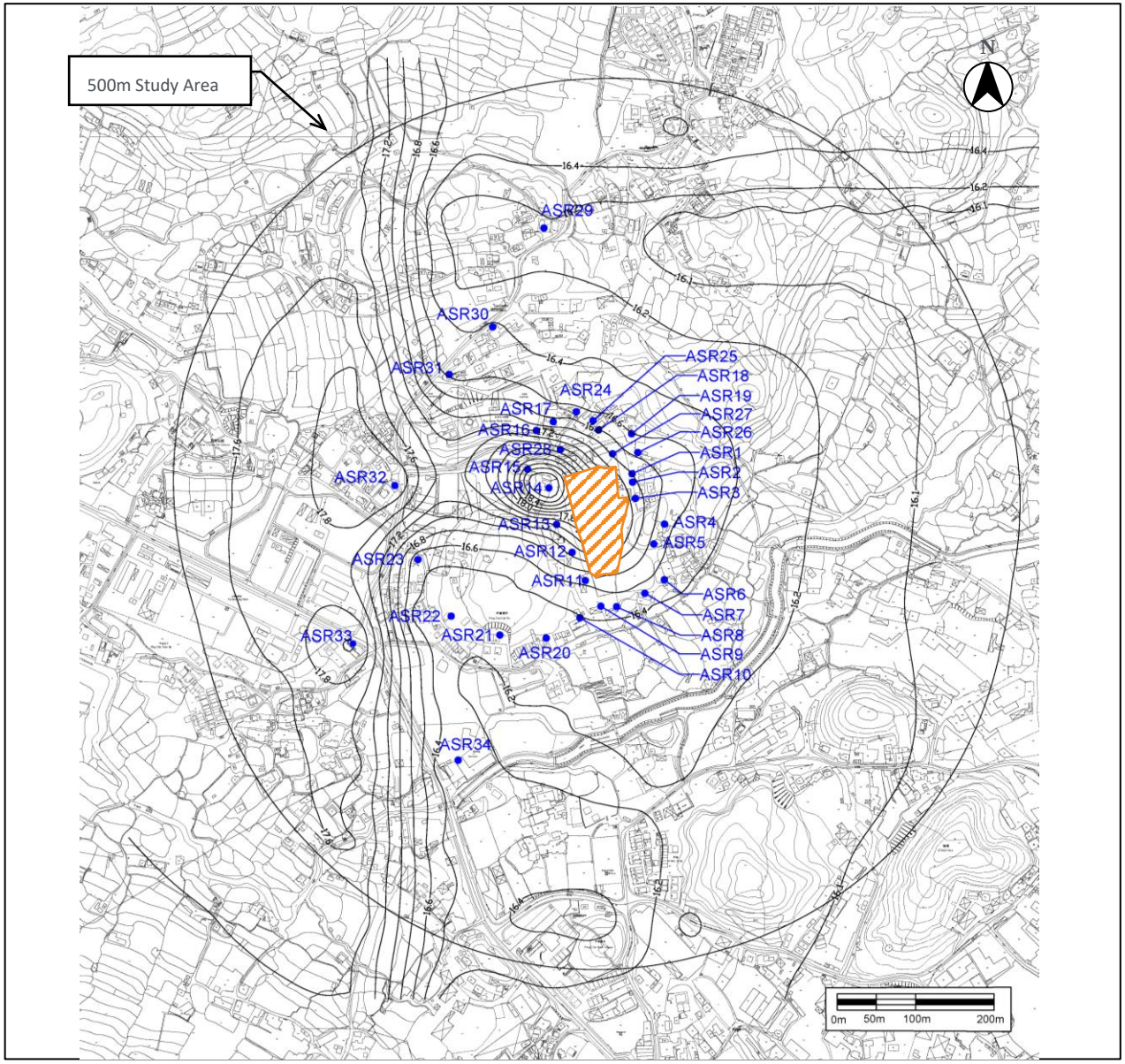


Figure 3-9 Contour Plot of the 19th Highest 1-hour NO_2 at 1.5mAG

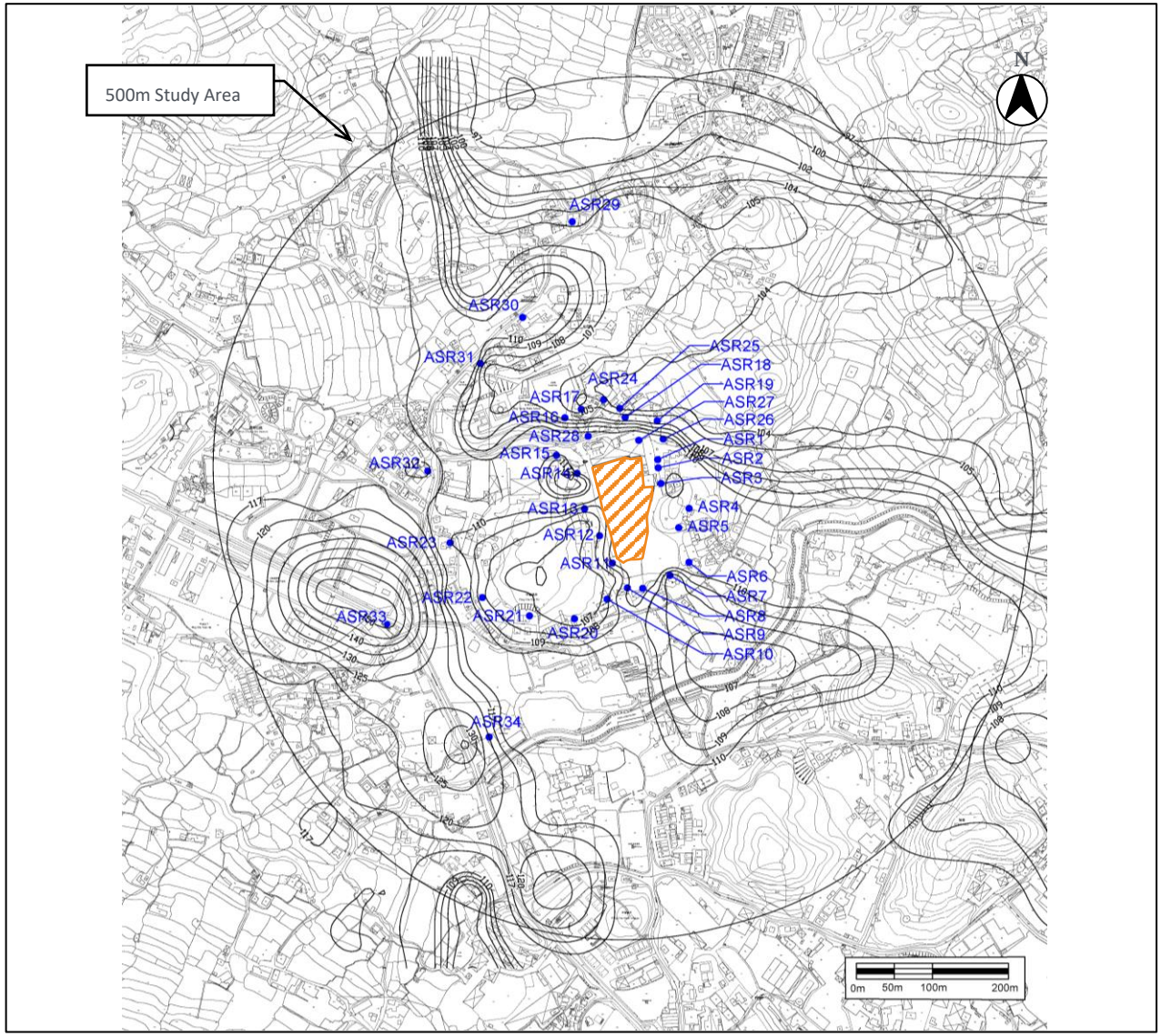
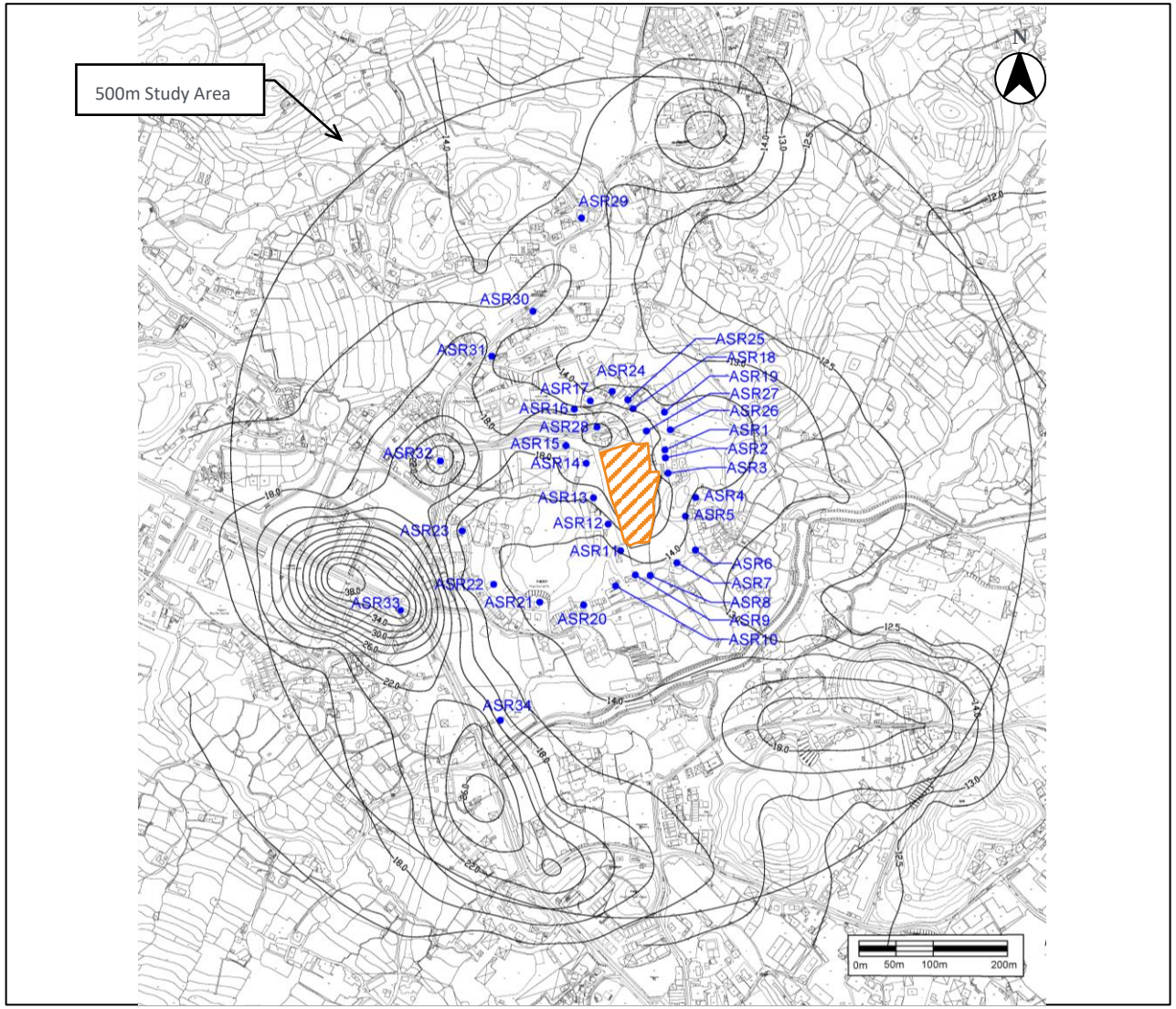


Figure 3-10 Contour Plot of the Annual NO_2 at 1.5mAG



PME	Expected Utilization Rate (% of time)
Crane, mobile/barge mounted (diesel)	50
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	50
Drill, percussive, hand-held (electric)	100
Cutter, circular, steel (electric)	100
Excavator/loader, wheeled/tracked	50
Construction Phase (Superstructure Works)	
Generator, silenced, 75 dB(A) at 7 m	100
Air compressor, air flow > 10m3/min and <= 30m3/min	100
Concrete lorry mixer	50
Crane, mobile/barge mounted (diesel)	50
Lorry, 5.5 tonne < gross vehicle weight ≦38 tonne	50
Drill, percussive, hand-held (electric)	100
Cutter, circular, steel (electric)	100

Note: QPME (Crane, mobile) produced by the brand of Liebherr (model LTM 1100-4.2) will be adopted in the demolition phase, in order to reduce the SWL of the plant to 105dB(A).
Different phase of construction activities listed will not be carried out concurrently.

4.5.2 The utilization rate of proposed PME to be used during construction and demolition are advised by the Applicant based on their experience on constructing and demolition of a CBP.

4.5.3 In addition, the construction and demolition works will be carried out during non-restricted hours, i.e. daytime between 07:00 and 19:00 of any day not being Sunday or general holiday. As such, construction noise will be generated during non-restricted hours only.

4.5.4 Given the mitigation measures described in ***paragraph 4.8.1*** would be implemented as far as practicable, the noise generated from the construction of the Project is not anticipated to pose any unacceptable noise impacts on the NSRs nearby.

Operation Phase (Fixed Plant Noise)

4.5.5 Potential fixed noise impacts may arise during operation hours of the plant, i.e. 07:00 to 23:00. The major fixed noise sources listed below have been considered under different scenario. Base on normal practices of CBP and experience from applicant, there are two operation scenario in day time. In Scenario 1, no Cement/ PFA/ GGBS/ Admixture tanker will enter the Site, as well as no associated PME will be in operated including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank). Only concrete truck will travel within the Site. Loader for emergency use was assessed to demonstrate the worst case scenario. In Scenario 2, no concrete truck will enter the Site, and loader will not be in operation. There is only the travel of Cement/ PFA/ GGBS/ Admixture tanker within the Site. Their associated PME including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank) will be in operation. In general, the demand of concrete supply at evening time/night-time is limited. For a conservative approach, two concrete lorry mixers were

assumed to be the maximum production scenario. As shown on ***Figure 2-3***, an aggregate overhead bin will be provided for storing aggregate sufficient for the concrete production during evening and night-time. Therefore, no aggregate truck for aggregate delivery to the Site is required during evening and night-time. Similarly, use of loader will not be required during evening/night-time for transporting aggregates from the aggregate storage area to the ground hopper. Each concrete lorry mixer (or concrete truck) can carry concrete with volume between $6m^3$ and $10m^3$. As confirmed by the Applicant, the maximum of 12 concrete lorry mixers (or concrete trucks) per hour for the maximum concrete production rate of $100m^3$ per hour is practical in terms of business operation. The plant lists are as follows:

Day time Scenario 1:

- Concrete Mixer (electric) (1 no./30 mins; % on time: 100.0%)
- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Air Compressor (Stationary) (2 nos./30 mins; % on time: 100.0%)
- Filter Fan (Mixing unit) – Blower (1 no./30 mins; % on time: 100.0%)
- Concrete Lorry Mixer (or Concrete Truck/Truck) (Concrete Collection) (6 nos./30 mins; % on time: 16.7%)
- Loader (1 no./30 mins; % on time: 16.7%)
- Concrete Lorry Mixer (or Concrete Truck/Truck) (12 nos./hour)

Day time Scenario 2:

- Concrete Mixer (electric) (1 no./30 mins; % on time: 100.0%)
- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Air Blower (mounted on unloading tank) (2 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Air Compressor (Stationary) (2 nos./30 mins; % on time: 100.0%)
- Filter Fan (Mixing unit) – Blower (1 no./30 mins; % on time: 100.0%)
- Filter Fan (Silo) – Blower (2 nos./30 mins; % on time: 100.0%)
- Pump on Unloading Tank (2 nos./30 mins; % on time: 100.0%)
- Aggregate Truck (10 nos./hour)
- Cement/PFA/GGBS/Admixture Tanker (2 nos./hour)

Evening time:

- Concrete Mixer (electric) (1 no./30 mins; % on time: 100.0%)
- Conveyor / Screw Conveyors (3 nos./30 mins; % on time: 100.0%)
- Water / Admixture Pump (1 no./30 mins; % on time: 100.0%)
- Air Compressor (Stationary) (2 nos./30 mins; % on time: 100.0%)
- Filter Fan (Mixing unit) – Blower (1 no./30 mins; % on time: 100.0%)
- Concrete Lorry Mixer (or Concrete Truck/Truck) (Concrete Collection) (2 nos./30 mins; % on time: 16.7%)
- Concrete Lorry Mixer (or Concrete Truck/Truck) (4 nos./hour)

4.5.6 The lists of equipment, utilisation rate and number of items detailed in ***Appendix L*** have been confirmed by the Applicant and it is considered to be practicable for business-as-usual operation of concrete batching plant. The Mechanical and Electrical (M&E) equipment in operation will be different in day time (i.e. 07:00 to 19:00) and evening time (i.e. 19:00 to 23:00). Loader will be used only if emergency case (i.e. daytime only) to transport aggregate from storage area to hopper. Vehicle washing facility will be applied on site during operation, however, the operation time of this facility is rather short each time (i.e. approximately 1 minutes for each vehicles) and its function is not continuous. Aggregate will be stored in aggregate storage areas, which is served as an emergency use. No action will be taken on the aggregates storage except whenever there are insufficient aggregates provided for concrete production. As a results, insignificant noise will be generated due to the occasionally use of the aggregate storage. In conclusion, noise impacts that may be generated from aggregate storage, vehicle washing and parking is considered insignificant and negligible.

4.5.7 As mentioned in ***paragraphs 2.2.1 – 2.2.2***, the operation of the existing CBP will be ceased when the proposed CBP commences its operation. As such, there is no overlapping operation period between the existing and proposed CBP. In addition, there is also no overlapping period between the construction of the new CBP and demolition works of the existing CBP. Thus, cumulative industrial noise impact is not required during the construction and operation phases of the new CBP.

4.5.8 The number of concrete lorry mixers was assumed based on the normal operation practice limitation, that approximate 5 minutes were needed for filling up 1 concrete lorry mixer with newly produced concrete. Thus, the 6 concrete lorry mixers per 30 minutes as the maximum allowed traffic flow were assumed based on the previous experiences of CBP operator under realistic condition. As mentioned in ***paragraph 4.5.5*** above, the maximum of 12 concrete lorry mixers per hour for the maximum concrete production rate of 100m^3 per hour is practical in terms of business operation which has been confirmed by the Applicant. Moreover, there will be no queuing of trucks due to the Proposed Development as reported in the Traffic Impact Assessment ("TIA") Report attached to the Planning Statement for this Planning Application.

Operation Phase (Off-Site Traffic Noise)

4.5.9 The Proposed CBP will replace the existing CBP with a reduced hourly production rate. As mentioned in ***paragraph 4.5.5***, o more than 12 vehicles will enter and leave the site during day time. As such, there would be no significant increase in the hourly traffic flows due to the Proposed CBP.

4.5.10 As mentioned in the Traffic Impact Assessment ("TIA") Report of the planning application, two road improvements are proposed to be made:

1. Improvement on Access Road
   (a) Extension of passing bays on the Access Road connecting the Site and Ping Yuen Road.
   (b) Provision of 2m wide footpath.
2. Improvement on Ping Yuen Road – minor modification of the section of Ping Yuen Road for improving the manoeuvring of heavy vehicles.

4.5.11 No change to the running margins of the roads will be made for the aforementioned road improvement works. Therefore, there will be no change to the traffic noise impact from noise modelling point of view.

4.5.12 Since there would be no significant increase in the hourly traffic flows as mentioned in ***paragraph 4.5.9*** and no change to the running margins of the roads for the Proposed Replacement CBP, no adverse off-site traffic noise impact for the Proposed Replacement CBP is anticipated.

4.6 Assessment Methodology

Construction and Demolition Noise

4.6.1 The assessment of construction and demolition noise impact has been carried out quantitatively based on the procedures given in GW-TM issued under the NCO where appropriate. Sound Power Levels ("SWLs") of PME have been made reference to Table 3 of the GW-TM and the *Sound Power Levels of Other Commonly Used PME* available from EPD's website[Ref.#3]. Construction phase will comprise two major phases, one is construction of the new CBP and the other one is demolition of the existing CBP after the new CBP in operation. Each major phase will include sub-phases. The tentative sequence will include construction of the new CBP at the northern part of the Site, construction of control room and water tanker at the southern part of the Site, demolition of existing CBP and construction of aggregate storage area. All the sub-phases will not be carried out in the same time, so no overlapping works were expected. Notional source position has been adopted for each works area of each construction stages with respect to each NSR, the locations of notional source position for construction and demolition stage are shown in ***Appendix H***.

4.6.2 The noise impact was assessed based on the following standard acoustic formula:

SPL = SWL – DC + FC

where:

SPL– Sound Pressure Levels at receiver, in dB(A)

SWL – Sound Power Levels of Powered Mechanical Equipment (PME), in dB(A)

DC – Distance Correction, in dB(A) by DC = 20 × log10(D) + 8

D – Horizontal distance between the NSR and notional source in metres

FC – Façade Correction of +3 dB(A)

4.6.3 With regard to the screening effect, a 5 dB(A) reduction has been adopted for NSRs without direct line-of-sight to the PME. An existing solid wall with a height of approximately 3m erects next to NSR CN5 which is a single storey house and in between the site and CN5. Therefore, no direct line-of-sight from the NSR CN5 to the PME used within the Site; an existing building structures erects in between CN7 and the Site, thus, no direct line-of-sight from the NSR. As such, a 5 dB(A) noise reduction has been adopted in the noise assessment. The photographic record of the existing wall is provided in ***Figure 4-1***.

Industrial Noise

4.6.4 Although the proposed CBP is an industrial use and the noise impact therefore references IND-TM, the characteristics of concrete batching, involving concrete lorry mixer and concrete mixer, are also similar to construction activities. Therefore, the noise impact is proposed to be estimated in accordance with the guidelines given in GW-TM. As such, all items of PME, except truck movement, have been considered at the proposed positions. While due to the long travelling distance of conveyor/ screw conveyor, as a conservative approach, the closest distance between conveyor/ screw conveyor and each NSRs has be adopted and assessed based on the standard acoustic formula as mentioned in ***paragraph 4.6.2***. The location of the PME was indicated in ***Appendix I***.

4.6.5 For the noise generated from truck movement within the Site, the *Method for Mobile Plant Using a Regular Well-Defined Route* stipulated in Annex F of BS 5228-1:2009+A1:2014 has been adopted for the assessment. The calculation is based on the following standard formula:

[3]. http://www.epd.gov.hk/epd/sites/default/files/epd/english/application_for_licences/guidance/files/OtherSWLe.pdf

SPL = SWL − 33 + 10logQ − 10logV − 10logd + 10log(A/180)+ FC

where:

SPL– Sound Pressure Level at receiver, in dB(A)

SWL – Sound Power Level of Powered Mechanical Equipment (PME), in dB(A)

Q – Number of vehicles per hour

V – Average vehicle speed, in km/h

A – Angle of view, in degree

d – Distance of receiving position from the centre of haul road, in metres (m)

FC – Façade Correction of +3dB(A)

4.6.6 Sound Power Levels (SWLs) of PME are obtained from Table 3 of GW-TM and from *Sound Power Levels of Other Commonly Used PME* available on EPD's website. Reference is also made to the *British Standard 5228 Code of Practice for Noise and Vibration Control on Construction and Open Site – Part 1: Noise* amended in February 2014 (BS 5228-1:2009+A1:2014). The "Aggregates Truck" to be adopted during the operation stage is lorry, which will be used to transport raw materials to the Site. Its weight is between 5.5 tonne and 38 tonnes, thus, the sound power level of 105dB(A) with reference to EPD's "*Sound power levels of other commonly used PME*" was adopted in the calculation.

4.6.7 With regard to tonality, tonal noise should only occur when equipment is impaired. In addition, there will be no impulsive noise occurring within the CBP and there will be no intermittent noise because of no piling, concrete breaking or similar process. As such, no corrections for tonality, impulsiveness and intermittency are considered to be required.

4.6.8 With regard to the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the PME whereas a 5 dB(A) reduction was adopted for NSRs without direct line-of-sight only to the "noisy" part of the PME. A 2 dB(A) reduction was adopted for double diffraction, when a noise barrier was erect block the direct line-of-sight from the NSRs to the semi-enclosed/ enclosed PME. For IN5, there is a 3m height solid wall and proposed 4m noise barrier located in between mitigated PME and IN5. IN7 and IN8 (i.e. at ~15.6 mPD) are lower than the Site (I.e. ~18.4mPD), a 4m proposed noise barrier is erected at the site boundary and existing buildings structures block the direct-line-of site from IN7and IN8 to the Site.

4.6.9 In order to further minimise the noise generated due to aggregated unloading activities, the opening of unloading is proposed to be located as far as practicable from the identified NSRs. As majority of NSRs (i.e. IN2 to IN6) located to the north to north-west of the Site, while IN7 and IN8 located to the south of the Site, thus, the eastern part of the Site would be the best available location for the opening of aggregate uploading. Although IN1 located to the east of the site, there is a hilly terrain with the highest elevation of more than 40mPD is located in between the Site and IN1, that acts as a natural noise barrier for IN1, thus the noise impact from the Site is considered to be lower.

4.6.10 During the operation of the CBP, Cement/ PFA/ GGBS/ Admixture tanker and aggregate truck will not enter the Site at the same time with concrete truck during the day time. On the other hand, no Cement/ PFA/ GGBS/ Admixture tanker and aggregate truck will enter the Site during the evening time.

4.6.11 In order to minimise the potential operation noise level, a number of noise reduction measures will be adopted in the design of the CBP which have been confirmed by the Applicant, including:

Mechanical and Electrical (M&E) Equipment

- The semi-enclosure for the concrete mixing plant shall be with acoustic panels with an overall Noise Reduction (NR) of at least 10 dB(A); an example of such an acoustic panel is shown in ***Appendix N***.
- The entire conveyor except the opening for aggregates unloading shall be provided with a noise enclosure with an overall NR of at least 10 dB(A); an example of such semi-enclosure to be made by a polymeric vinyl material such as "Wavebar" with a Sound Transmission Class (STC) of 30 is enclosed in ***Appendix N***.
- Air compressor, filter fan (i.e. blower) and the concrete collection activities should be located or carried out inside the semi-enclosed concrete mixing plant and openings of the enclosure (minimum surface density of 10kg/m^2) shall be properly sealed to minimise noise leakage, thus to achieve an overall Noise Reduction (NR) of at least 10 dB(A).
- Water/ admixture pump and filter fan (i.e. blower) at silo should be located inside the semi-enclosed structure and openings of the enclosure (minimum surface density of 10kg/m^2) shall be properly sealed to minimise noise leakage, thus to achieve an overall NR of at least 10 dB(A).

On-site Truck Movement

- The proposed 4m barrier (minimum surface density of 10kg/m^2) at the site boundary to screen the vehicle movement noise as well as the noisy part of the plants, the location of proposed 4m height barrier as shown in ***Appendix O***. The 4m high barrier shall be sufficient to block the line-of-sight of vehicles moving within the Site and the noisy part of plants.

4.7 Assessment Result

Demolition Noise

4.7.1 The noise impact generated during construction phase has been carried out for seven NSRs listed in ***Table 4-7*** and the detail calculation was illustrated in ***Appendix J***.

Table 4-7 Predicted Demolition Noise Impact Levels

NSR ID	ASSESSMENT CRITERIA, dB(A)	TOTAL CNL, dB(A)	EXCEEDANCE
CN1	75	75	No
CN2		74	No
CN3		74	No
CN4		73	No
CN5		71	No
CN6		75	No
CN7		67	No

Construction Noise

4.7.2 The noise impact generated during construction phase was carried out for seven NSRs listed in ***Table 4-8*** and the detail calculation was illustrated in ***Appendix K***.

Table 4-8 Predicted Construction Noise Impact Levels

NSR ID	ASSESSMENT CRITERIA, dB(A)	TOTAL CNL, dB(A)						EXCEEDANCE
		STAGE 1A	STAGE 1B	STAGE 1C	STAGE 2A	STAGE 2B	STAGE 2C	
CN1	75	72	71	72	72	71	71	No
CN2		74	68	71	73	67	70	No
CN3		75	68	71	74	67	70	No
CN4		72	66	69	71	66	68	No
CN5		70	63	67	70	63	66	No
CN6		74	69	71	73	68	70	No
CN7		61	67	63	61	66	62	No

Industrial Noise

4.7.3 As the types and numbers of PME using in the CBP are identical in all time periods, the industrial noise impact assessment was carried out for the most stringent restriction period, i.e. evening time, for the eight NSRs listed in ***Table 4-5*** and shown on ***Figure 4-2*** (IN1 to IN8).

4.7.4 The predicted noise impact results are summarised in ***Table 4-9*** and detailed in ***Appendix L***, the assessment results of industrial noise ranged from 40 to 55 dB(A).

Table 4-9 Predicted Industrial Noise Impact Levels

NSR ID	TIME PERIOD	SCENARIO	ASSESSMENT CRITERIA, dB(A)	PREDICTED NOISE LEVEL IN $L_{eq(30\ min)}$, dB(A)	EXCEEDANCE
IN1	Day	1	63	59	No
		2		53	No
	Evening	NA	57	52	No
IN2	Day	1	63	59	No
		2		55	No
	Evening	NA	57	55	No
IN3	Day	1	61	60	No
		2		56	No
	Evening	NA	56	56	No
IN4	Day	1	61	58	No
		2		54	No
	Evening	NA	56	54	No
IN5	Day	1	61	59	No
		2		55	No
	Evening	NA	56	56	No
IN6	Day	1	61	59	No
		2		55	No
	Evening	NA	56	55	No
IN7	Day	1	50	50	No

NSR ID	TIME PERIOD	SCENARIO	ASSESSMENT CRITERIA, dB(A)	PREDICTED NOISE LEVEL IN $L_{eq(30\ min)}$, dB(A)	EXCEEDANCE
		2		46	No
	Evening	NA	48	45	No
IN8	Day	1	50	49	No
		2		45	No
	Evening	NA	48	45	No

Note:
1: In Scenario 1, there will be no Cement/ PFA/ GGBS/ Admixture tanker enter the Site, as well as no associated PME will be in operated including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank). Only concrete truck will travel within the Site. Loader for emergency use was assessed to demonstrate the worst case scenario.
2. In Scenario 2, there will be no concrete truck enter the Site, and loader will not be in operate. There is only the travel of Cement/ PFA/ GGBS/ Admixture tanker within the Site. Their associated PME including air blower (mounted on unloading tank), filter fan (silo) – blower, pump (mounted on unloading tank) will be in operate.

4.8 Mitigation Measures and Conclusion

Construction Phase

4.8.1 The construction works shall be carried out during daytime of normal working days and follow the EPD's "Recommended Pollution Control Clauses for Construction Contracts". Thus, the potential noise impacts could be minimised. Besides implementing the mitigation measures recommended in ProPECC PN2/93 where applicable, the following measures and on-site practice are recommended for minimising the potential construction noise impacts during daytime:

- Quality PME and quiet construction method should be adopted if possible.
- The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.
- Noisy equipment and noisy activities should be located as far away from the NSRs as is practical.
- PME should be kept to a minimum and the parallel use of noisy equipment/ machinery should be avoided.
- Use noise barriers or enclosure for the PME if appropriate.
- Implement good house-keeping and provide regular maintenance to the PME.
- Spot check resultant noise levels at nearby NSRs.

4.8.2 With the implementation of the above-mentioned mitigation measures, adverse construction noise impacts on the NSRs are not anticipated.

Operation Phase

4.8.3 The design of the proposed CBP should ensure that the potential industrial noise impacts at the NSRs shall comply with the relevant criteria. Measures as described in ***paragraph 4.6.11*** and summarised in ***Table 4-10*** will be taken into account in the plant design to avoid noisy activities during the operation of the CBP. As such, unacceptable industrial noise impact is not anticipated.

Table 4-10 Proposed Operation Phase Noise Mitigation Measures

NOISE SOURCES	PROPOSED MITIGATION MEASURES
For individual plants	
Concrete mixer (electric)	Semi-enclosure with acoustic panels
Conveyor / Screw Conveyors	Enclosed with polymeric vinyl material such as "Wavebar" with a Sound Transmission Class ("STC") of 30, 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Air Blower (mounted on unloading tank)	N/A
Water / Admixture Pump	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Air Compressor (Stationary)	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Filter Fan (mixing unit) - blower	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2) [Note 1]
Filter Fan (silo) - blower	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2)[Note 1]
Pump (mounted on unloading tank)	N/A
Truck (Concrete Collection)	Semi-enclosure (minimum surface density of 10kg/m^2), 4m barrier (minimum surface density of 10kg/m^2)
Loader	N/A
For General Site	
4m Height Noise Barrier	minimum surface density will be 10kg/m^2

Note:

1. The proposed 4m noise barrier indicated in Appendix O is tentative layout, which is subject to change during detailed design stage.

Figure 4-1 Locations of Representative Noise Sensitive Receivers for Construction and Demolition Noise

Figure 4-2 Locations of Representative Noise Sensitive Receivers for Industrial Noise

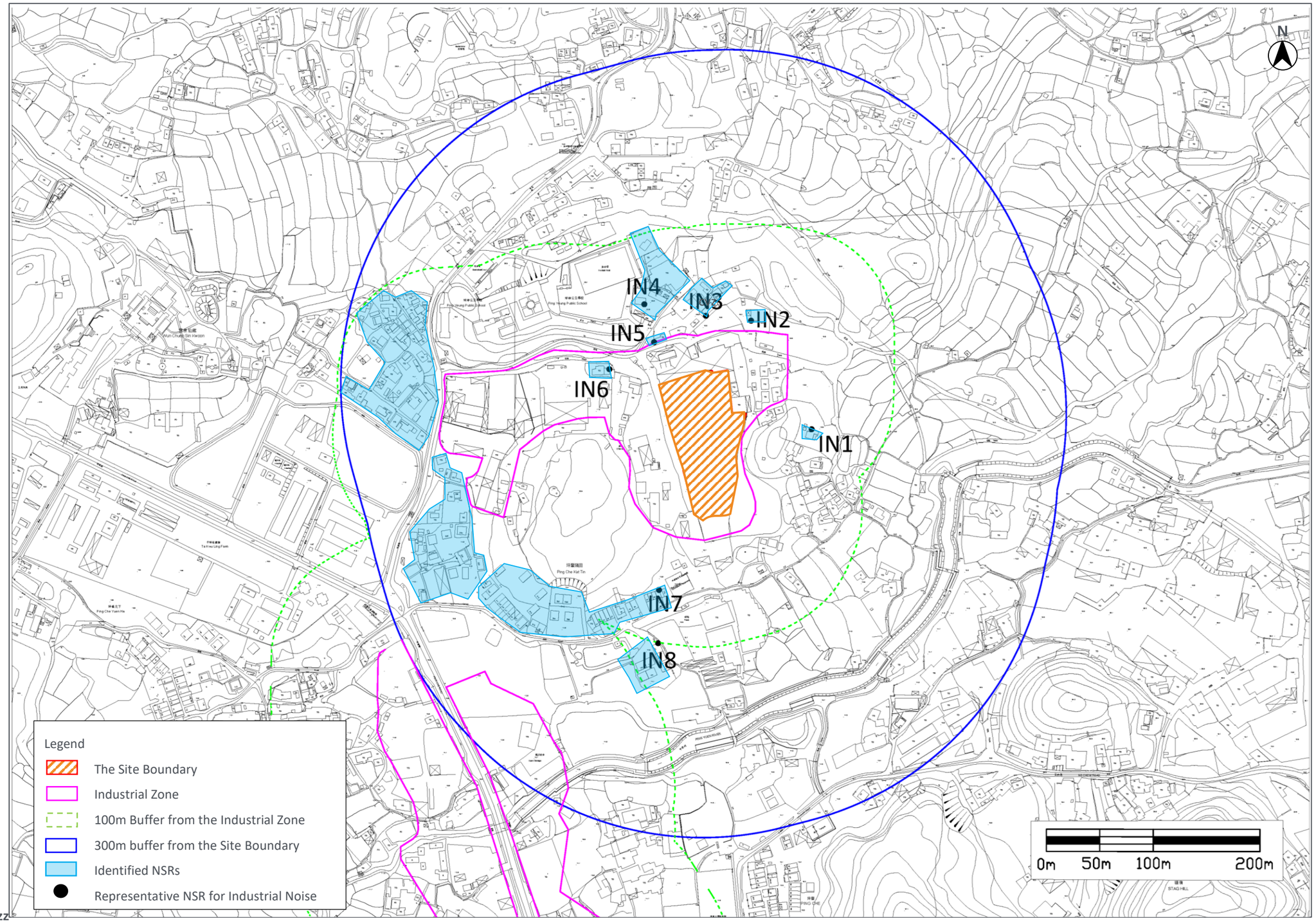
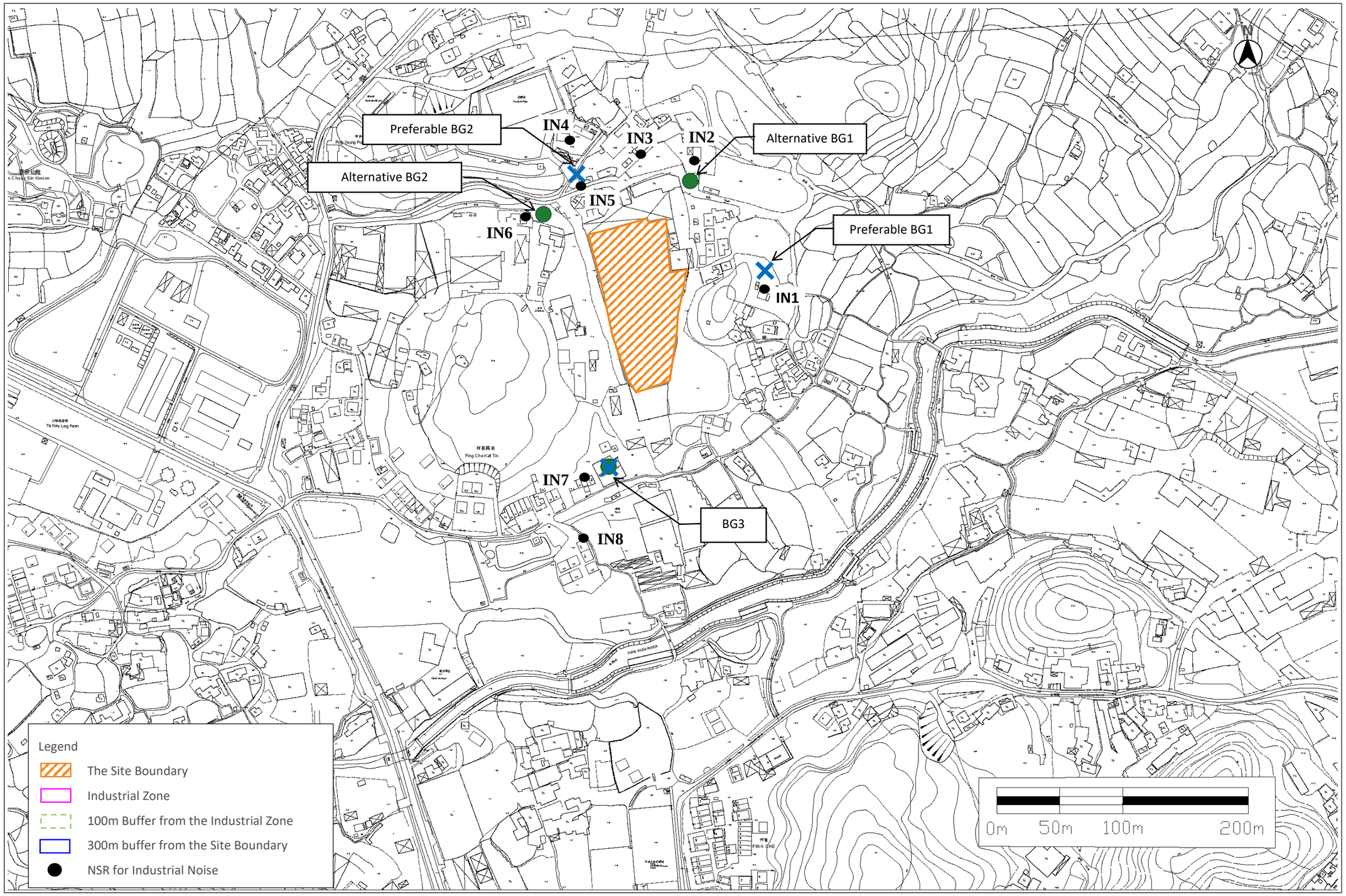


Figure 4-3 Locations of Background Noise Measurement



8 CONCLUSION

8.1.1 The potential environmental impacts arising from the operation of the proposed Concrete Batching Plant ("CBP") in Ping Che have been assessed.

8.1.2 During the construction phase, construction dust, noise, surface run-off and waste are unlikely to cause any unacceptable environmental impacts provided that the standard pollution control measures recommended are implemented.

8.1.3 During the operation phase, the conclusions of the impact assessments are as follows:

Air Quality

8.1.4 Respirable Suspended Particulates ("RSP"), Fine Suspended Particulates ("FSP") and Nitrogen Dioxide ("NO_2") will be the major air pollution concerns during the operation phase of the Reinstated CBP. A site visit was conducted on 7 November 2019. Based on the site visit and the information provided on the survey map, nearby Air Sensitive Receivers ("ASRs") within 500m of the Site were identified.

8.1.5 The background RSP, FSP and NO_2 concentrations of the works area have been estimated based on the data extracted from EPD's PATH v2.1 model. Cumulative air quality impacts were assessed using EPD-approved dispersion modelling including AERMOD, EMFAC HK Version 4.3 and CALINE4 arising from the operation phase of the proposed CBP and vehicular emissions, respectively, as well as background concentrations within 500m Study Area from the project boundary of the proposed CBP.

8.1.6 The Applicant has confirmed that no generator sets will be used for production within the Site. Furthermore, the engines of all trucks will be switched off whilst queuing/waiting within the Site and whilst loading/ unloading.

8.1.7 At the ASRs, the predicted 10th highest daily average RSP and annual average RSP ranged from 68.7µg/m^3 to 81.9µg/m^3 and from 28.3µg/m^3 to 36.5µg/m^3, respectively. The predicted 10th highest daily average RSP and annual average RSP concentrations are well within their corresponding AQOs of 100µg/m^3 and 50µg/m^3 respectively. For the predicted 36th highest daily average FSP and annual average FSP ranged from 25.6µg/m^3 to 29.9µg/m^3 and from 16.2µg/m^3 to 19.5µg/m^3 respectively. The predicted 36th highest daily average FSP and annual average FSP concentrations are well within their corresponding AQOs of 50µg/m^3 and 25µg/m^3 respectively. In addition, the predicted 19th highest hourly NO_2 and annual NO_2 ranged from 103.5µg/m^3 to 154.3µg/m^3 and from 13.2µg/m^3 to 38.9µg/m^3. The predicted 19th highest hourly average NO_2 and annual average NO_2 concentrations are well within their corresponding AQOs of 200µg/m^3 and 40µg/m^3 respectively.

8.1.8 Nevertheless, dust mitigation during the operation phase is still recommended to further reduce dust impacts:

- The whole site shall be paved by concrete.
- Dust collectors shall be installed at the silos and the enclosure of the mixing plant to minimise dust emissions.
- Conveyors and mixing plant shall be enclosed.
- The aggregate stockpile shall be covered entirely by impervious sheeting.

8.1.9 The air quality assessment has concluded that operation of the Reinstated CBP will not cause any unacceptable air quality impacts to the surrounding areas or to local residents. The operation details of the Reinstated CBP will be refined in the detailed design stage when applying for the Specified Process (SP) Licence. An Air Pollution Control Plan (APCP) shall be prepared to support

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Paved Roads EP12
Method: Emission factor is derived with referenced to USEPA AP-42, Section 13.2.1.3

Emission Factor (g/VKT), $E = k (sL)^{0.91} (W)^{1.02}$

From Loaders EP12_1 to EP12_3

EP12_1
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	10	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	20	tons	
Average Unladden Weight of Aggregate Truck	=	16.5	tons	
Average Aggregate Truck Weight	=	18.25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.25	tons	
Distance of paved road travelled	=	33	m	
Area of paved road travelled	=	99	m^2	
TSP Emission Factor of paved road	=	599.44	g/VKT	
TSP Emission Factor (Controlled) of paved road	=	49.75	g/VKT	
	=	0.04975	g/veh/m	
	=	0.49754	g/m/hr	
	=	0.000138	g/m/s	
	=	0.004561	g/s	
	=	**4.61E-05**	$g/s/m^2$	
RSP Emission Factor (uncontrolled) of paved road	=	115.06	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.550	g/VKT	
	=	0.009550	g/veh/m	
	=	0.095502	g/m/hr	
	=	0.00002653	g/m/s	
	=	0.00087544	g/s	
	=	**8.84E-06**	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	27.83776	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.31053	g/VKT	
	=	0.00231	g/veh/m	
	=	0.02311	g/m/hr	
	=	0.00000642	g/m/s	
	=	0.00021180	g/s	
	=	**2.14E-06**	$g/s/m^2$	

EP12_2
Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	44	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	20	tons	
Average Unladden Weight of Aggregate Truck	=	16.5	tons	
Average Aggregate Truck Weight	=	18.25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.25	tons	

Distance of paved road travelled	=	26.2	m	
Area of paved road travelled	=	78.6	m^2	
TSP Emission Factor of paved road	=	599.44	g/VKT	
TSP Emission Factor (Controlled) of paved road	=	49.75	g/VKT	
	=	0.04975	g/veh/m	
	=	2.18915	g/m/hr	
	=	0.000608	g/m/s	
	=	0.015932	g/s	
	=	**2.03E-04**	$g/s/m^2$	
RSP Emission Factor (uncontrolled) of paved road	=	115.06	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.550	g/VKT	
	=	0.009550	g/veh/m	
	=	0.420209	g/m/hr	
	=	0.00011672	g/m/s	
	=	0.00305819	g/s	
	=	**3.89E-05**	$g/s/m^2$	
FSP Emission Factor (uncontrolled) of paved road	=	27.83776	g/VKT	
FSP Emission Factor (controlled) of paved road	=	2.31053	g/VKT	
	=	0.00231	g/veh/m	
	=	0.10166	g/m/hr	
	=	0.00002824	g/m/s	
	=	0.00073988	g/s	
	=	**9.41E-06**	$g/s/m^2$	

EP12_3

Mitigation measures: water spraying and wheel washing

Control Efficiency	=	91.7	%	[Note 1]
Trucks Travelling Frequency	=	10	veh/hr	[Note 2]
Average Loaded Weight of Aggregate Truck	=	20	tons	
Average Unladden Weight of Aggregate Truck	=	16.5	tons	
Average Aggregate Truck Weight	=	18.25	tons	
k	=	3.23	g/VKT (for TSP)	[Note 3]
	=	0.62	g/VKT (for RSP)	[Note 3]
	=	0.15	g/VKT (for FSP)	[Note 3]
sL = road surface silt loading	=	12	g/m^2	[Note 4]
W	=	18.25	tons	
Distance of paved road travelled	=	26.5	m	
Area of paved road travelled	=	79.5	m^2	
TSP Emission Factor of paved road	=	599.44	g/VKT	
TSP Emission Factor (Controlled) of paved road	=	49.75	g/VKT	
	=	0.04975	g/veh/m	
	=	0.49754	g/m/hr	
	=	0.000138	g/m/s	
	=	0.003662	g/s	
	=	**4.61E-05**	$g/s/m^2$	
RSP Emission Factor (uncontrolled) of paved road	=	115.06	g/VKT	
RSP Emission Factor (controlled) of paved road	=	9.550	g/VKT	
	=	0.009550	g/veh/m	
	=	0.095502	g/m/hr	
	=	0.00002653	g/m/s	
	=	0.00070300	g/s	
	=	**8.84E-06**	$g/s/m^2$	

FSP Emission Factor (uncontrolled) of paved road	=	27.83776	g/VKT
FSP Emission Factor (controlled) of paved road	=	2.31053	g/VKT
	=	0.00231	g/veh/m
	=	0.02311	g/m/hr
	=	0.00000642	g/m/s
	=	0.00017008	g/s
	=	**2.14E-06**	$g/s/m^2$

Note:

1. Percentage of dust mitigation efficiency is calculated with reference to Cowherd et al., "Control of Open Fugitive Dust Sources, EPA-450/3-88-008, U.S. Environmental Protection Agency, Research Triangle Park, NC.", assuming potential average hourly daytime evaporation rate = 0.31407 mm/hour (as obtained from Hong Kong Observatory), average hourly daytime traffic rate per hour = 56 per hour, application intensity = 3.4 L/m2 (as estimated by Engineer), and 12 watering
2. The vehicle numbers within the site is advised by the applicant.
3. Particle size multiplier is referred to Table 13.2.1-1, Section 13.2.1 of USEPA AP 42 (ver 1/11) for RSP (PM10). and FSP (PM2.5)
4. Road surface silt loading is referred to Table 13.2.1-3 of USEPA AP 42 (ver 1/11) for concrete batching.

Calculation of Dust Removal Efficiency with different Watering Interval Time
EP8 - EP12 Paved Roads

The Removal efficiency is estimated based on Equation 3-2 of USEPA's "Control of Open Fugitive Dust Sources" (EPA-45/3-88-008)

	C	=100-(0.8*p*d*t)/i
Where	C	average control efficiency, in present
	p	potential average hourly daytime evaporation rate, in mm/h
	d	average hourly daytime traffic rate in vehicles per hour
	i	application intensity in liter/sqm
	t	time between application in h

According to "The Year's Weather - 2017" issued by Hong Kong Observatory,

the total evaporation recorded in Hong Kong is		1227.3 mm	
p	0.31407	mm/h	(0.0065*annual evaporation in inches)
d	56	per hours	Peak hourly traffic as estimated by Engineer at an active construction site
i	3.4	L/m^2	Minimum Application intensity and that requirement would be stated in the tender document

Times of Watering per day (24hrs)	Average control efficiency (%)
6	83.4
8	87.6
12	91.7
24	95.9

S16 Application for Concrete Batching Plant (CBP) at Ping Che, N.T.
Emissions from Transfer Points in Stockpiling Areas (Emergency use only)
Method: USEPA AP-42, Section 13.2.4.3

EP13_1 - EP13_3 Emissions from Aggregate Storage

TSP, RSP and FSP Emission Factor, $E = k\ (0.0016)\ (U/2.2)^{1.3} / (M/2)^{1.4}$

where

k	=	particle size multiplier	=	0.74	(for TSP)	
	=	particle size multiplier	=	0.35	(for RSP)	
	=	particle size multiplier	=	0.053	(for FSP)	
U	=	mean wind speed	=	2.63	m/s	(Note 1)

EP13_1 Aggregate Storage

Aggregate Import Rate	=	450	tonnes/day	(Note 2)
Aggregate Import Rate	=	45,000	kg/h	(Note 3)
	or	45	Mg/h	
Moisture Content	=	4.8	%	(Note 4)
Area	=	112	m^2	
TSP Emission Factor, E	=	0.00044	kg/Mg	
TSP Emission Rate	=	0.01973	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
TSP Emission Rate	=	0.00197	kg/h	
	or	5.47973E-04	g/s	
	=	**4.89E-06**	$g/m^2/s$	
RSP Emission Factor, E	=	0.00021	kg/Mg	
RSP Emission Rate	=	0.009	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
RSP Emission Rate	=	0.00093	kg/h	
	or	2.59176E-04	g/s	
	=	**2.31E-06**	$g/m^2/s$	
FSP Emission Factor, E	=	0.00003140	kg/Mg	
FSP Emission Rate	=	0.00141288	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
FSP Emission Rate	=	0.000141	kg/h	
	or	**3.92E-05**	g/s	
	=	**3.50E-07**	$g/m^2/s$	

EP13_2 Aggregate Storage

Aggregate Import Rate	=	450	tonnes/day	(Note 2)
Aggregate Import Rate	=	45,000	kg/h	(Note 3)
	or	45	Mg/h	
Moisture Content	=	4.8	%	(Note 4)
Area	=	104	m^2	
TSP Emission Factor, E	=	0.00044	kg/Mg	
TSP Emission Rate	=	0.01973	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
TSP Emission Rate	=	0.00197	kg/h	
	or	**5.48E-04**	g/s	
	=	**5.27E-06**	$g/m^2/s$	
RSP Emission Factor, E	=	0.00021	kg/Mg	
RSP Emission Rate	=	0.009	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
RSP Emission Rate	=	0.00093	kg/h	
	or	**2.59E-04**	g/s	
	=	**2.49E-06**	$g/m^2/s$	
FSP Emission Factor, E	=	0.00003140	kg/Mg	
FSP Emission Rate	=	0.00141288	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
FSP Emission Rate	=	0.000141	kg/h	
	or	**3.92E-05**	g/s	
	=	**3.77E-07**	$g/m^2/s$	

EP13_3 Aggregate Storage

Aggregate Import Rate	=	410	tonnes/day	(Note 2)
Aggregate Import Rate	=	41,000	kg/h	(Note 3)
	or	41	Mg/h	
Moisture Content	=	4.8	%	(Note 4)
Area	=	104	m^2	
TSP Emission Factor, E	=	0.00044	kg/Mg	
TSP Emission Rate	=	0.01797	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
TSP Emission Rate	=	0.00180	kg/h	
	or	**4.99E-04**	g/s	
	=	**4.80E-06**	$g/m^2/s$	
RSP Emission Factor, E	=	0.00021	kg/Mg	
RSP Emission Rate	=	0.009	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
RSP Emission Rate	=	0.00085	kg/h	
	or	**2.36E-04**	g/s	
	=	**2.27E-06**	$g/m^2/s$	
FSP Emission Factor, E	=	0.00003140	kg/Mg	
FSP Emission Rate	=	0.00128729	kg/h	
Mitigation measures: 3-sides encloses with cover on top and with watering				
Control Efficiency	=	90	%	
FSP Emission Rate	=	0.000129	kg/h	
	or	**3.58E-05**	g/s	
	=	**3.44E-07**	$g/m^2/s$	

Note:

1. The average wind speed is estimated based on the annual average of hourly wind speed extracted from Grid (39,56) of PATH-2016, where is the PATH grid that EP13_1 - EP13_3 are located.
2. The material loading rates are advised by the Applicant.
3. During emergency use, the operation hours of the loading and unloading activites in these Aggregate Storage will only last for 10 hours a day.
4. As there is a water spraying system in each transfer point, hence the moisture content for coal of 4.8% is chosen which is commonly adopted in other approved SPL applications and in other approved EIA studies. Also, the moisture content of the aggregates will be kept high as mitigation measures such as watering will be provided, therefore 4.8% of moisture content is considered appropriate.

Emission Summary for the Proposed CBP

No.	EP ID	Descriptions	Source Type	Fugitive/ Non-fugitive	X	Y	X-Width	Y-Length	Ground mPD	Height (mAG)	Angle	Exhaust Gas Flowrate (m^3/h)	Diameter (m)	Exit Temperature (K)	Exit Velocity (m/s)	Emission Limit (mg/m^3)	RSP			FSP			Working hour
																	Emission Rates (g/s)	Emission Rates (kg/hour)	Emission Rates ($g/m^2/s$)	Emission Rates (g/s)	Emission Rates (kg/hour)	Emission Rates ($g/m^2/s$)	
1	EP1	Dust Collector (DC-1) of Cement/PFA/GGBS 200T Silo	Point	Non-fugitive	834667.3	843338.2	0.15	0.27	18.2	13	N/A	1750	0.22708	293.15	12.00	10	0.004861	0.017500	N/A	0.004861	0.017500	N/A	07:00 to 23:00
2	EP2	Dust Collector (DC-2) of Cement/PFA/GGBS 100T Silo and 30T Silica Silo	Point	Non-fugitive	834671.7	843339.5	0.15	0.27	18.2	13	N/A	1750	0.22708	293.15	12.00	10	0.004861	0.017500	N/A	0.004861	0.017500	N/A	07:00 to 23:00
3	EP3	Dust Collector (DC-3) of Cement/PFA/GGBS 120T Silo	Point	Non-fugitive	834676.1	843340.6	0.15	0.27	18.2	13	N/A	1750	0.22708	293.15	12.00	10	0.004861	0.017500	N/A	0.004861	0.017500	N/A	07:00 to 23:00
4	EP4	Dust Collector (DC-4) of the $4m^3$ Concrete Mixer	Point	Non-fugitive	834663.8	843358.2	0.15	0.27	18.2	13	N/A	2550	0.22708	293.15	17.49	10	0.007083	0.025500	N/A	0.007083	0.025500	N/A	07:00 to 23:00
5	EP5	Aggregate Ground Receiving Hopper	Area	Fugitive	834704.1	843324.7	7.08	4.85	18.2	1.5	15	N/A	N/A	N/A	N/A	N/A	N/A	0.009213	0.000075	N/A	0.002901	0.000023	07:00 to 23:00
6	EP6	Dust Collector (DC-5) within the enclosed area connecting aggregate ground receiving hopper to the concrete mixer	Point	Non-fugitive	834694.4	843364.2	0.15	0.27	18.2	12.35	N/A	2550	0.22708	293.15	17.49	10	0.007083	0.025500	N/A	0.007083	0.025500	N/A	07:00 to 23:00
7	EP7	Dust Collector (DC-6) in CV4 Conveyor within the enclosed area	Point	Non-fugitive	834680.8	843363.0	0.15	0.27	18.2	12.35	N/A	2550	0.22708	293.15	17.49	10	0.007083	0.025500	N/A	0.007083	0.025500	N/A	07:00 to 23:00
8	EP8_1	Paved Roads	Area	Fugitive	834658.7	843276.9	3	35.3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.006837	0.000018	N/A	0.001654	0.000004	07:00 to 23:00
9	EP8_2	Paved Roads	Area	Fugitive	834692.5	843284.9	3	41.7	18.2	0	21	N/A	N/A	N/A	N/A	N/A	N/A	0.008076	0.000018	N/A	0.001954	0.000004	07:00 to 23:00
10	EP8_3	Paved Roads	Area	Fugitive	834685.8	843340.8	35.7	3	18.2	0	33	N/A	N/A	N/A	N/A	N/A	N/A	0.006914	0.000018	N/A	0.001673	0.000004	07:00 to 23:00
11	EP8_4	Paved Roads	Area	Fugitive	834655.5	843335.1	3	32.1	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.006217	0.000018	N/A	0.001504	0.000004	07:00 to 23:00
12	EP8_5	Paved Roads	Area	Fugitive	834641.5	843341.8	16.5	3	18.2	0	35	N/A	N/A	N/A	N/A	N/A	N/A	0.003196	0.000018	N/A	0.000773	0.000004	07:00 to 23:00
13	EP9_1	Paved Roads	Area	Fugitive	834658.2	843279.3	3	35.3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.002804	0.000007	N/A	0.000678	0.000002	07:00 to 23:00
14	EP9_2	Paved Roads	Area	Fugitive	834689.9	843288.2	3	17.1	18.2	0	26	N/A	N/A	N/A	N/A	N/A	N/A	0.001358	0.000007	N/A	0.000329	0.000002	07:00 to 23:00
15	EP9_3	Paved Roads	Area	Fugitive	834688.0	843333.1	31.1	3	18.2	0	72	N/A	N/A	N/A	N/A	N/A	N/A	0.002470	0.000007	N/A	0.000598	0.000002	07:00 to 23:00
16	EP9_4	Paved Roads	Area	Fugitive	834676.9	843340.5	14.3	3	18.2	0	33	N/A	N/A	N/A	N/A	N/A	N/A	0.001136	0.000007	N/A	0.000275	0.000002	07:00 to 23:00
17	EP9_5	Paved Roads	Area	Fugitive	834652.1	843337.4	3	25.9	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.002057	0.000007	N/A	0.000498	0.000002	07:00 to 23:00
18	EP9_6	Paved Roads	Area	Fugitive	834641.5	843341.7	12.4	3	18.2	0	34	N/A	N/A	N/A	N/A	N/A	N/A	0.000985	0.000007	N/A	0.000238	0.000002	07:00 to 23:00
19	EP10_1	Paved Roads	Area	Fugitive	834660.1	843273.9	3	35.3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.011670	0.000031	N/A	0.002823	0.000007	07:00 to 23:00
20	EP10_2	Paved Roads	Area	Fugitive	834693.4	843282.2	3	17.1	18.2	0	26	N/A	N/A	N/A	N/A	N/A	N/A	0.005653	0.000031	N/A	0.001368	0.000007	07:00 to 23:00
21	EP10_3	Paved Roads	Area	Fugitive	834691.8	843326.5	31.1	3	18.2	0	72	N/A	N/A	N/A	N/A	N/A	N/A	0.010282	0.000031	N/A	0.002488	0.000007	07:00 to 23:00
22	EP10_4	Paved Roads	Area	Fugitive	834685.4	843346.4	20.9	3	18.2	0	72	N/A	N/A	N/A	N/A	N/A	N/A	0.006910	0.000031	N/A	0.001672	0.000007	07:00 to 23:00
23	EP10_5	Paved Roads	Area	Fugitive	834665.1	843340.9	3	21	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.006943	0.000031	N/A	0.001680	0.000007	07:00 to 23:00
24	EP10_6	Paved Roads	Area	Fugitive	834652.1	843337.5	3	13.4	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.004430	0.000031	N/A	0.001072	0.000007	07:00 to 23:00
25	EP10_7	Paved Roads	Area	Fugitive	834650.2	843351.4	13.7	3	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.004529	0.000031	N/A	0.001096	0.000007	07:00 to 23:00
26	EP10_8	Paved Roads	Area	Fugitive	834649.2	843354.5	3	13.7	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.004529	0.000031	N/A	0.001096	0.000007	07:00 to 23:00
27	EP10_9	Paved Roads	Area	Fugitive	834641.4	843341.8	12.4	3	18.2	0	34	N/A	N/A	N/A	N/A	N/A	N/A	0.004100	0.000031	N/A	0.000992	0.000007	07:00 to 23:00
28	EP11_1	Paved Roads	Area	Fugitive	834686.5	843301.9	3	14.1	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000546	0.000004	N/A	0.000132	8.6771E-07	07:00 to 17:00
29	EP11_2	Paved Roads	Area	Fugitive	834683.4	843312.4	3	13.9	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000538	0.000004	N/A	0.000130	8.6771E-07	07:00 to 17:00
30	EP11_3	Paved Roads	Area	Fugitive	834680.4	843323.6	3	13.4	18.2	0	75	N/A	N/A	N/A	N/A	N/A	N/A	0.000519	0.000004	N/A	0.000126	8.6771E-07	07:00 to 17:00
31	EP12_1	Paved Roads	Area	Fugitive	834686.8	843297.3	3	33	18.2	0	36	N/A	N/A	N/A	N/A	N/A	N/A	0.003152	0.000009	N/A	0.000762	2.1394E-06	07:00 to 17:00
32	EP12_2	Paved Roads	Area	Fugitive	834683.1	843313.2	3	26.2	18.2	0	64	N/A	N/A	N/A	N/A	N/A	N/A	0.011009	0.000039	N/A	0.002664	9.4133E-06	07:00 to 17:00
33	EP12_3	Paved Roads	Area	Fugitive	834680.7	843323.7	3	26.5	18.2	0	88	N/A	N/A	N/A	N/A	N/A	N/A	0.002531	0.000009	N/A	0.000612	2.1394E-06	07:00 to 17:00
34	EP13_1	Aggregate Storage	Area	Fugitive	834670.6	843328.8	14	8	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000933	2.3141E-06	N/A	0.000000	3.5042E-07	07:00 to 17:00
35	EP13_2	Aggregate Storage	Area	Fugitive	834674.7	843314.4	13	8	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000933	2.4921E-06	N/A	0.000000	3.7737E-07	07:00 to 17:00
36	EP13_3	Aggregate Storage	Area	Fugitive	834678.5	843300.9	13	8	18.2	0	74	N/A	N/A	N/A	N/A	N/A	N/A	0.000850	2.2706E-06	N/A	0.000000	3.4383E-07	07:00 to 17:00

Other Emissions Identified within 500m Study Area

No.	ID	Descriptions	Source Type	Fugitive/ Non-fugitive	X	Y	Ground mPD [Note 1]	Height (mAG)	Exhaust Gas Flowrate (m^3/h)	Exhaust Gas Flowrate (m^3/s)	Diameter (m)	Exit Temperature (K)	Exit Velocity (m/s)	RSP	FSP[Note 1]	NO_X
														Emission Rates (g/s)	Emission Rates (g/s)	Emission Rates (g/s)
1	C1	Existing Chimneys	Point	Non-fugitive	834800.0	842780.0	15.4	22	11,945.9	3.31831	0.65	373	10	0.054530	0.054530	0.545300

Note

1. With reference to the Appendix 3-7 of the Approved EIA "North East New Territories New Development Areas Planning and Engineering Study – Investigation", no mPD level of the Chimney was given. Therefore, 15.4mPD level as revealed from the basemap of Survey Mapping Office (SMO) of Lands Department is assumed.
2. Refer to the above mentioned Approved EIA, there was no FSP emission available for the chimneys. As a conservative approach, FSP emission rates is assumed to be same as that of RSP.

Road ID	Road Link No.	Road Name	Section Between		DIR	Hour	Total (VEH)	PC	TAXI	LGV3	LGV4	LGV6	HGV7	HGV8	PLB	PV4	PV5	NFB6	NFB7	NFB8	FBSD	FBDD	MC	HGV9	NFB9
						Vehicle Class Description		Private Cars	Taxi	Light Goods Vehicles (<=2.5t)	Light Goods Vehicles (2.5-3.5t)	Light Goods Vehicles (3.5-5.5t)	Medium & Heavy Goods Vehicles (5.5-15t)	Medium & Heavy Goods Vehicles (15t-24t)	Public Light Buses	Private Light Buses (<=3.5t)	Private Light Buses (>3.5t)	Non-franchised Buses (<6.4t)	Non-franchised Buses (6.4-15t)	Non-franchised Buses (15-24t)	Single Deck Franchised Buses	Double Deck Franchised Buses	Motor Cycles	Medium & Heavy Goods Vehicles (>24t)	Non-franchised Buses (>24t)
38	EP11_1	EP11_1	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						08:00-09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						09:00-10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						10:00-11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						11:00-12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						12:00-13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						13:00-14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						16:00-17:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	EP11_2	EP11_2	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						08:00-09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						09:00-10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						10:00-11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						11:00-12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						12:00-13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						13:00-14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						16:00-17:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	EP11_3	EP11_3	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						08:00-09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						09:00-10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						10:00-11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						11:00-12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						12:00-13:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						13:00-14:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						14:00-15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						15:00-16:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						16:00-17:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	EP12_1	EP12_1	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	EP12_2	EP12_2	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	44	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	44	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	44	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	44	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	44	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	44	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	44	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	44	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	44	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	44	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	EP12_3	EP12_3	-	-	2-way	00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						04:00-05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						05:00-06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						07:00-08:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						08:00-09:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						09:00-10:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						10:00-11:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						11:00-12:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						12:00-13:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						13:00-14:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						14:00-15:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						15:00-16:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						16:00-17:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
						17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						18:00-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
						23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

38	EP11_1	EP11_1	2-way	1	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	2	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	3	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	4	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	5	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	6	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	7	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	8	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	9	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	10	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	11	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	12	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	13	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	14	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	15	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	16	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	17	4	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
38	EP11_1	EP11_1	2-way	18	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	19	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	20	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	21	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	22	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	23	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
38	EP11_1	EP11_1	2-way	24	0	N/A	14.1	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	1	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	2	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	3	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	4	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	5	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	6	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	7	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	8	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	9	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	10	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	11	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	12	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	13	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	14	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	15	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	16	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	17	4	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
39	EP11_2	EP11_2	2-way	18	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	19	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	20	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	21	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	22	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	23	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
39	EP11_2	EP11_2	2-way	24	0	N/A	13.9	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	1	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	2	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	3	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	4	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	5	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	6	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	7	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	8	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	9	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	10	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	11	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	12	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	13	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	14	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	15	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	16	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	17	4	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
40	EP11_3	EP11_3	2-way	18	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	19	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	20	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	21	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	22	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	23	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
40	EP11_3	EP11_3	2-way	24	0	N/A	13.4	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	1	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	2	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	3	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	4	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	5	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	6	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	7	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	8	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	9	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	10	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	11	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	12	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	13	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	14	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	15	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	16	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	17	10	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	18	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	19	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	20	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	21	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	22	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	23	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
41	EP12_1	EP12_1	2-way	24	0	N/A	33	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	1	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	2	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	3	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	4	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	5	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	6	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	7	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	8	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	9	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	10	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	11	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	12	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	13	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	14	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	15	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	16	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	17	44	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	18	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	19	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	20	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	21	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	22	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	23	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
42	EP12_2	EP12_2	2-way	24	0	N/A	26.2	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	1	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	2	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	3	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	4	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	5	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	6	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	7	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	8	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	9	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	10	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	11	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	12	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	13	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	14	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	15	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	16	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	17	10	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	18	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	19	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	20	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	21	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	22	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	23	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
43	EP12_3	EP12_3	2-way	24	0	N/A	26.5	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

% for territory-wide VKT adjustment

Calculation of % Daily vehicle-km for local and rural roads in Hong Kong			
	Average Daily Vehicle-km in Year 2018		
Region	Major Road Networks	Minor Road Networks	All Road
HK Island	4,933,249	1,067,857	6,001,106
Kowloon	7,464,204	1,065,993	8,530,197
New Territories	20,915,781	2,804,469	23,720,250
Total	33,313,234	4,938,319	38,251,553
%	87	13	100

								Trips per VKT
Hong Kong SAR Trips-per-Day by Vehicle/Fuel	Petrol	Diesel	LPG	Hong Kong SAR VKT by Vehicle/Fuel	Petrol	Diesel	LPG	
01 - Private Cars (PC)	1145428	17168.77	0	01 - Private Cars (PC)	21634064	319092	0	0.407369768
02 - Taxi	0.2482423	0	73208.43	02 - Taxi	26.6734	0	7866178	0.071590265
03 - Light Goods Vehicles<=2.5t	80.8584	2429.215	0	03 - Light Goods Vehicles<=2.5t	1311.324	40218.25	0	0.464927883
04 - Lt Goods Vehicles 2.5-3.5t	5611.596	234734.1	0	04 - Lt Goods Vehicles 2.5-3.5t	92388.44	3990122	0	0.452861805
05 - Light Goods Vehicles>3.5t	0	86305.58	0	05 - Light Goods Vehicles>3.5t	0	2151993	0	0.308499645
06 - Medium Goods Vehicles<=15t	0	55526.47	0	06 - Medium Goods Vehicles<=15t	0	1193204	0	0.357966192
07 - Medium Goods Vehicles15-24t	0	109157.2	0	07 - Medium Goods Vehicles15-24t	0	2350792	0	0.357186331
08 - Public Light Buses	0	16881.48	410.5998	08 - Public Light Buses	0	1017538	24744.11	0.127619957
09 - Private Light Bus <=3.5t	67.12948	1369.271	0	09 - Private Light Bus <=3.5t	1215.823	45724.78	0	0.23538757
10 - Private Light Bus >3.5t	2.986001	10830.45	379.4499	10 - Private Light Bus >3.5t	47.11168	301171.2	6057.125	0.280702452
11 - Non-franchised Bus<=6.4t	0	10185.96	0	11 - Non-franchised Bus<=6.4t	0	314164	0	0.2494033
12 - Non-franchised Bus 6.4-15t	0	7066.586	0	12 - Non-franchised Bus 6.4-15t	0	212286.5	0	0.256061284
13 - Non-franchised Bus 15-24t	0	15512.9	0	13 - Non-franchised Bus 15-24t	0	464269.1	0	0.257027659
14 - Franchised Bus (SD)	0	2933.663	0	14 - Franchised Bus (SD)	0	49208.75	0	0.458589955
15 - Franchised Bus (DD)	0	62351.05	0	15 - Franchised Bus (DD)	0	1342508	0	0.357259295
16 - Motorcycles (MC)	472263	0	0	16 - Motorcycles (MC)	1283741	0	0	2.829848317
17 - Heavy Goods Vehicles>24t	0	28516.71	0	17 - Heavy Goods Vehicles>24t	0	612634.1	0	0.358059252
18 - Non-franchised Bus >24t	0	7.9984	0	18 - Non-franchised Bus >24t	0	239.9965	0	0.256362713
19 - <Placeholder (P3)>	0	0	0	19 - <Placeholder (P3)>	0	0	0	0
20 - <Placeholder (P4)>	0	0	0	20 - <Placeholder (P4)>	0	0	0	0
21 - <Placeholder (P5)>	0	0	0	21 - <Placeholder (P5)>	0	0	0	0

Emission Factors of RSP, FSP and NO_X (VMT):

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
A	1	1_1	LD	1	18	0.305	1.484089	0.027335	0.025193
A	1	1_2	LD	2	11	0.305	0.681528	0.009130	0.008460
A	1	1_3	LD	3	14	0.305	1.054362	0.016561	0.015277
A	1	1_4	LD	4	10	0.305	1.163454	0.017412	0.016049
A	1	1_5	LD	5	9	0.305	4.587440	0.071271	0.065567
A	1	1_6	LD	6	20	0.305	5.365188	0.081886	0.075348
A	1	1_7	LD	7	35	0.305	4.883913	0.086974	0.079756
A	1	1_8	LD	8	94	0.305	2.720379	0.057989	0.053024
A	1	1_9	LD	9	146	0.305	2.893151	0.061221	0.056114
A	1	1_10	LD	10	152	0.305	4.192713	0.083842	0.077002
A	1	1_11	LD	11	132	0.305	4.149642	0.083495	0.076654
A	1	1_12	LD	12	140	0.305	3.520160	0.071305	0.065535
A	1	1_13	LD	13	130	0.305	4.008756	0.081146	0.074580
A	1	1_14	LD	14	159	0.305	3.525910	0.073464	0.067534
A	1	1_15	LD	15	148	0.305	3.491781	0.070887	0.065152
A	1	1_16	LD	16	162	0.305	3.631192	0.074982	0.068929
A	1	1_17	LD	17	160	0.305	3.516544	0.073127	0.067228
A	1	1_18	LD	18	161	0.305	2.960879	0.063419	0.058091
A	1	1_19	LD	19	124	0.305	2.106721	0.044874	0.040958
A	1	1_20	LD	20	73	0.305	1.857631	0.035712	0.032733
A	1	1_21	LD	21	58	0.305	2.347369	0.045485	0.041571
A	1	1_22	LD	22	38	0.305	1.988718	0.035517	0.032471
A	1	1_23	LD	23	43	0.305	2.486706	0.042943	0.039344
A	1	1_24	LD	24	33	0.305	2.680721	0.040355	0.036873
B	2	2_1	LD	1	22	0.415	1.360584	0.024989	0.023039
B	2	2_2	LD	2	14	0.415	0.682015	0.008190	0.007592
B	2	2_3	LD	3	16	0.415	0.993349	0.015380	0.014194
B	2	2_4	LD	4	13	0.415	1.690274	0.029394	0.027067
B	2	2_5	LD	5	12	0.415	3.700706	0.057077	0.052522
B	2	2_6	LD	6	25	0.415	4.909208	0.077269	0.071134
B	2	2_7	LD	7	46	0.415	3.991894	0.074759	0.068363
B	2	2_8	LD	8	130	0.415	2.380846	0.053729	0.049127
B	2	2_9	LD	9	196	0.415	2.470091	0.054343	0.049738
B	2	2_10	LD	10	189	0.415	3.760245	0.076697	0.070487
B	2	2_11	LD	11	161	0.415	3.843045	0.079242	0.072780
B	2	2_12	LD	12	176	0.415	3.250034	0.066842	0.061386
B	2	2_13	LD	13	158	0.415	3.750502	0.076814	0.070615
B	2	2_14	LD	14	193	0.415	3.445078	0.072371	0.066567
B	2	2_15	LD	15	182	0.415	3.657554	0.075903	0.069805
B	2	2_16	LD	16	195	0.415	3.783882	0.078507	0.072206
B	2	2_17	LD	17	191	0.415	3.742627	0.077810	0.071568
B	2	2_18	LD	18	183	0.415	3.132170	0.066588	0.061036
B	2	2_19	LD	19	139	0.415	2.199822	0.047395	0.043237
B	2	2_20	LD	20	82	0.415	1.880834	0.037047	0.033988
B	2	2_21	LD	21	68	0.415	2.285726	0.045585	0.041638
B	2	2_22	LD	22	44	0.415	1.826542	0.033320	0.030498
B	2	2_23	LD	23	53	0.415	2.277937	0.039881	0.036573
B	2	2_24	LD	24	41	0.415	2.373433	0.036081	0.033002
C	3	3_1	LD	1	40	0.215	1.788063	0.033811	0.031159
C	3	3_2	LD	2	26	0.215	1.128266	0.017981	0.016586
C	3	3_3	LD	3	29	0.215	1.357928	0.023165	0.021354
C	3	3_4	LD	4	24	0.215	1.660658	0.027822	0.025623
C	3	3_5	LD	5	21	0.215	3.188602	0.053967	0.049129
C	3	3_6	LD	6	43	0.215	3.851736	0.065298	0.059859
C	3	3_7	LD	7	80	0.215	3.564204	0.070913	0.064839
C	3	3_8	LD	8	225	0.215	2.421703	0.054933	0.050247
C	3	3_9	LD	9	360	0.215	2.929630	0.064159	0.058813
C	3	3_10	LD	10	369	0.215	4.329180	0.090246	0.082907
C	3	3_11	LD	11	318	0.215	4.380756	0.091483	0.084023
C	3	3_12	LD	12	337	0.215	3.756459	0.079109	0.072684
C	3	3_13	LD	13	298	0.215	4.009979	0.084446	0.077708
C	3	3_14	LD	14	360	0.215	3.720034	0.079116	0.072731
C	3	3_15	LD	15	337	0.215	3.782527	0.079571	0.073141
C	3	3_16	LD	16	359	0.215	3.862661	0.082081	0.075425
C	3	3_17	LD	17	351	0.215	3.826830	0.082097	0.075473
C	3	3_18	LD	18	337	0.215	3.195878	0.070743	0.064855
C	3	3_19	LD	19	256	0.215	2.032255	0.046486	0.042428
C	3	3_20	LD	20	148	0.215	1.503155	0.032081	0.029417
C	3	3_21	LD	21	119	0.215	1.807147	0.038778	0.035433
C	3	3_22	LD	22	81	0.215	1.536722	0.030871	0.028159
C	3	3_23	LD	23	92	0.215	1.881833	0.035451	0.032527
C	3	3_24	LD	24	69	0.215	1.692603	0.027521	0.025018

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
D	4	4_1	DD	1	43	0.265	0.980386	0.023792	0.021853
D	4	4_2	DD	2	28	0.265	0.681092	0.011823	0.010846
D	4	4_3	DD	3	32	0.265	0.872264	0.016068	0.014771
D	4	4_4	DD	4	27	0.265	1.058275	0.020129	0.018507
D	4	4_5	DD	5	40	0.265	4.236260	0.148430	0.136553
D	4	4_6	DD	6	91	0.265	5.083479	0.173455	0.159573
D	4	4_7	DD	7	153	0.265	4.678950	0.157684	0.145107
D	4	4_8	DD	8	291	0.265	2.603003	0.082760	0.076113
D	4	4_9	DD	9	430	0.265	2.482185	0.073450	0.067577
D	4	4_10	DD	10	463	0.265	3.347662	0.101442	0.093328
D	4	4_11	DD	11	386	0.265	3.224776	0.096550	0.088822
D	4	4_12	DD	12	398	0.265	2.705021	0.079443	0.073095
D	4	4_13	DD	13	380	0.265	3.362443	0.104687	0.096332
D	4	4_14	DD	14	432	0.265	2.744880	0.082638	0.076044
D	4	4_15	DD	15	394	0.265	2.645151	0.078126	0.071889
D	4	4_16	DD	16	431	0.265	2.802396	0.084870	0.078093
D	4	4_17	DD	17	424	0.265	2.706493	0.082401	0.075826
D	4	4_18	DD	18	422	0.265	2.353198	0.072842	0.067016
D	4	4_19	DD	19	359	0.265	2.288638	0.075125	0.069086
D	4	4_20	DD	20	227	0.265	2.465410	0.081678	0.075147
D	4	4_21	DD	21	189	0.265	2.788975	0.094711	0.087158
D	4	4_22	DD	22	134	0.265	3.062662	0.102157	0.094021
D	4	4_23	DD	23	153	0.265	3.276106	0.110621	0.101821
D	4	4_24	DD	24	134	0.265	4.063973	0.139594	0.128469
E	5	5_1	DD	1	75	0.39	1.100547	0.026625	0.024492
E	5	5_2	DD	2	48	0.39	0.740211	0.013290	0.012197
E	5	5_3	DD	3	59	0.39	1.015368	0.019735	0.018136
E	5	5_4	DD	4	49	0.39	1.262780	0.027756	0.025513
E	5	5_5	DD	5	60	0.39	3.646173	0.121774	0.112000
E	5	5_6	DD	6	131	0.39	4.500319	0.149117	0.137238
E	5	5_7	DD	7	224	0.39	4.010379	0.131843	0.121245
E	5	5_8	DD	8	487	0.39	2.274945	0.070264	0.064646
E	5	5_9	DD	9	753	0.39	2.404842	0.069055	0.063504
E	5	5_10	DD	10	810	0.39	3.389106	0.098773	0.090845
E	5	5_11	DD	11	683	0.39	3.234805	0.093960	0.086431
E	5	5_12	DD	12	705	0.39	2.759206	0.078546	0.072254
E	5	5_13	DD	13	647	0.39	3.246386	0.097221	0.089443
E	5	5_14	DD	14	750	0.39	2.765243	0.080516	0.074070
E	5	5_15	DD	15	691	0.39	2.721067	0.077942	0.071703
E	5	5_16	DD	16	741	0.39	2.840360	0.082857	0.076222
E	5	5_17	DD	17	721	0.39	2.779175	0.081941	0.075376
E	5	5_18	DD	18	696	0.39	2.318767	0.069556	0.063999
E	5	5_19	DD	19	562	0.39	2.015886	0.063663	0.058569
E	5	5_20	DD	20	341	0.39	1.963527	0.063486	0.058411
E	5	5_21	DD	21	284	0.39	2.348830	0.077687	0.071455
E	5	5_22	DD	22	200	0.39	2.399228	0.077170	0.071018
E	5	5_23	DD	23	226	0.39	2.637655	0.085970	0.079090
E	5	5_24	DD	24	189	0.39	3.198413	0.107453	0.098881
F	6	6_1	DD	1	87	0.075	1.128472	0.027851	0.025620
F	6	6_2	DD	2	55	0.075	0.714745	0.012319	0.011303
F	6	6_3	DD	3	68	0.075	1.051659	0.020995	0.019296
F	6	6_4	DD	4	57	0.075	1.294985	0.027732	0.025495
F	6	6_5	DD	5	64	0.075	3.530141	0.117329	0.107914
F	6	6_6	DD	6	142	0.075	4.263597	0.140050	0.128894
F	6	6_7	DD	7	247	0.075	3.817711	0.124110	0.114130
F	6	6_8	DD	8	548	0.075	2.215390	0.068085	0.062639
F	6	6_9	DD	9	860	0.075	2.450344	0.069604	0.064002
F	6	6_10	DD	10	928	0.075	3.460568	0.100170	0.092142
F	6	6_11	DD	11	785	0.075	3.289657	0.094676	0.087076
F	6	6_12	DD	12	810	0.075	2.732721	0.077655	0.071434
F	6	6_13	DD	13	743	0.075	3.161863	0.094035	0.086511
F	6	6_14	DD	14	864	0.075	2.790162	0.080635	0.074169
F	6	6_15	DD	15	793	0.075	2.658266	0.075864	0.069793
F	6	6_16	DD	16	851	0.075	2.839330	0.082367	0.075759
F	6	6_17	DD	17	831	0.075	2.763536	0.080810	0.074326
F	6	6_18	DD	18	807	0.075	2.272401	0.067633	0.062185
F	6	6_19	DD	19	650	0.075	1.922042	0.059881	0.055094
F	6	6_20	DD	20	391	0.075	1.781186	0.057105	0.052544
F	6	6_21	DD	21	323	0.075	2.134616	0.070190	0.064560
F	6	6_22	DD	22	225	0.075	2.191709	0.069762	0.064204
F	6	6_23	DD	23	253	0.075	2.412281	0.077929	0.071690
F	6	6_24	DD	24	210	0.075	2.933578	0.097530	0.089752

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
G	7	7_1	LD	1	29	0.18	1.883129	0.035454	0.032660
G	7	7_2	LD	2	17	0.18	1.148006	0.018630	0.017188
G	7	7_3	LD	3	22	0.18	1.516253	0.026614	0.024514
G	7	7_4	LD	4	17	0.18	1.588016	0.026757	0.024645
G	7	7_5	LD	5	13	0.18	2.134857	0.036121	0.033259
G	7	7_6	LD	6	28	0.18	2.808056	0.053018	0.048798
G	7	7_7	LD	7	50	0.18	2.434968	0.055023	0.050224
G	7	7_8	LD	8	146	0.18	2.432403	0.054830	0.050164
G	7	7_9	LD	9	248	0.18	3.115942	0.065713	0.060283
G	7	7_10	LD	10	271	0.18	4.324446	0.088473	0.081318
G	7	7_11	LD	11	233	0.18	4.307611	0.088805	0.081606
G	7	7_12	LD	12	243	0.18	3.625143	0.075690	0.069548
G	7	7_13	LD	13	211	0.18	3.746950	0.079266	0.072880
G	7	7_14	LD	14	257	0.18	3.336331	0.070437	0.064773
G	7	7_15	LD	15	238	0.18	3.304694	0.069762	0.064145
G	7	7_16	LD	16	251	0.18	3.280115	0.070426	0.064718
G	7	7_17	LD	17	243	0.18	3.055258	0.066625	0.061227
G	7	7_18	LD	18	243	0.18	2.386978	0.054610	0.049995
G	7	7_19	LD	19	192	0.18	1.406996	0.035126	0.031948
G	7	7_20	LD	20	112	0.18	0.892183	0.022573	0.020792
G	7	7_21	LD	21	88	0.18	1.063584	0.027077	0.024758
G	7	7_22	LD	22	59	0.18	0.905356	0.021524	0.019702
G	7	7_23	LD	23	65	0.18	0.875783	0.020134	0.018441
G	7	7_24	LD	24	48	0.18	0.647646	0.012227	0.011084
H	8	8_1	LD	1	13	0.165	1.275409	0.023279	0.021472
H	8	8_2	LD	2	9	0.165	0.698020	0.009434	0.008728
H	8	8_3	LD	3	11	0.165	1.045844	0.016845	0.015544
H	8	8_4	LD	4	9	0.165	1.164327	0.019025	0.017547
H	8	8_5	LD	5	7	0.165	2.370178	0.045445	0.041860
H	8	8_6	LD	6	15	0.165	2.351682	0.043912	0.040444
H	8	8_7	LD	7	27	0.165	2.715664	0.061958	0.056618
H	8	8_8	LD	8	77	0.165	2.302714	0.053079	0.048611
H	8	8_9	LD	9	127	0.165	2.909634	0.061893	0.056787
H	8	8_10	LD	10	135	0.165	4.120584	0.084203	0.077387
H	8	8_11	LD	11	115	0.165	4.002657	0.081333	0.074744
H	8	8_12	LD	12	119	0.165	3.333008	0.068865	0.063281
H	8	8_13	LD	13	104	0.165	3.389096	0.071906	0.066176
H	8	8_14	LD	14	128	0.165	3.062413	0.065434	0.060133
H	8	8_15	LD	15	115	0.165	2.885302	0.060468	0.055555
H	8	8_16	LD	16	123	0.165	2.933877	0.063613	0.058457
H	8	8_17	LD	17	121	0.165	2.737320	0.059623	0.054786
H	8	8_18	LD	18	122	0.165	2.114575	0.048611	0.044474
H	8	8_19	LD	19	98	0.165	1.138598	0.029730	0.027014
H	8	8_20	LD	20	59	0.165	0.731959	0.019384	0.017752
H	8	8_21	LD	21	45	0.165	0.812196	0.021723	0.019824
H	8	8_22	LD	22	29	0.165	0.659118	0.017810	0.016082
H	8	8_23	LD	23	34	0.165	0.897466	0.021727	0.019735
H	8	8_24	LD	24	25	0.165	0.597615	0.012557	0.011177
I	9	9_1	LD	1	13	0.54	1.627855	0.030051	0.027699
I	9	9_2	LD	2	8	0.54	0.763144	0.008854	0.008186
I	9	9_3	LD	3	10	0.54	1.249603	0.020338	0.018743
I	9	9_4	LD	4	9	0.54	2.185068	0.039295	0.036158
I	9	9_5	LD	5	8	0.54	2.351257	0.044207	0.040678
I	9	9_6	LD	6	14	0.54	3.294179	0.063217	0.058171
I	9	9_7	LD	7	23	0.54	2.526559	0.053372	0.048657
I	9	9_8	LD	8	72	0.54	2.639800	0.059618	0.054562
I	9	9_9	LD	9	120	0.54	3.293740	0.069803	0.064036
I	9	9_10	LD	10	135	0.54	4.537713	0.092628	0.085138
I	9	9_11	LD	11	117	0.54	4.481468	0.091527	0.084110
I	9	9_12	LD	12	122	0.54	3.745712	0.077224	0.070958
I	9	9_13	LD	13	106	0.54	3.905980	0.082597	0.075997
I	9	9_14	LD	14	130	0.54	3.497837	0.074398	0.068371
I	9	9_15	LD	15	120	0.54	3.402189	0.071054	0.065284
I	9	9_16	LD	16	128	0.54	3.443546	0.073915	0.067927
I	9	9_17	LD	17	125	0.54	3.144591	0.068323	0.062789
I	9	9_18	LD	18	122	0.54	2.453457	0.056159	0.051418
I	9	9_19	LD	19	94	0.54	1.413862	0.034830	0.031726
I	9	9_20	LD	20	54	0.54	0.780284	0.020524	0.018801
I	9	9_21	LD	21	42	0.54	1.069745	0.027442	0.025082
I	9	9_22	LD	22	28	0.54	0.751057	0.018831	0.017013
I	9	9_23	LD	23	30	0.54	0.930739	0.021291	0.019680
I	9	9_24	LD	24	22	0.54	0.618535	0.012975	0.011499

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
J	10	10_1	LD	1	7	0.085	0.497935	0.008041	0.007466
J	10	10_2	LD	2	5	0.085	0.625396	0.005629	0.005226
J	10	10_3	LD	3	5	0.085	0.823401	0.011352	0.010484
J	10	10_4	LD	4	4	0.085	0.996367	0.010672	0.009839
J	10	10_5	LD	5	3	0.085	1.020013	0.014229	0.013118
J	10	10_6	LD	6	7	0.085	1.924306	0.037202	0.034277
J	10	10_7	LD	7	13	0.085	1.645526	0.038152	0.034281
J	10	10_8	LD	8	40	0.085	1.785182	0.041100	0.037613
J	10	10_9	LD	9	62	0.085	2.564549	0.054377	0.049870
J	10	10_10	LD	10	66	0.085	3.651897	0.075711	0.069494
J	10	10_11	LD	11	57	0.085	3.630873	0.075077	0.068891
J	10	10_12	LD	12	60	0.085	2.857046	0.060381	0.055385
J	10	10_13	LD	13	53	0.085	3.070330	0.067469	0.062098
J	10	10_14	LD	14	65	0.085	2.453913	0.052364	0.048200
J	10	10_15	LD	15	57	0.085	2.412087	0.051543	0.047445
J	10	10_16	LD	16	63	0.085	2.465627	0.056755	0.052064
J	10	10_17	LD	17	63	0.085	2.053675	0.048857	0.044800
J	10	10_18	LD	18	69	0.085	1.648636	0.041510	0.037894
J	10	10_19	LD	19	58	0.085	0.868467	0.024585	0.022362
J	10	10_20	LD	20	35	0.085	0.436446	0.014120	0.012785
J	10	10_21	LD	21	27	0.085	0.744672	0.021966	0.019887
J	10	10_22	LD	22	16	0.085	0.436680	0.012504	0.011603
J	10	10_23	LD	23	18	0.085	0.450246	0.011905	0.011048
J	10	10_24	LD	24	14	0.085	0.518747	0.008133	0.007558
K	11	11_1	LD	1	0	0.37	0.000000	0.000000	0.000000
K	11	11_2	LD	2	0	0.37	0.000000	0.000000	0.000000
K	11	11_3	LD	3	0	0.37	0.000000	0.000000	0.000000
K	11	11_4	LD	4	0	0.37	0.000000	0.000000	0.000000
K	11	11_5	LD	5	0	0.37	0.000000	0.000000	0.000000
K	11	11_6	LD	6	0	0.37	0.000000	0.000000	0.000000
K	11	11_7	LD	7	0	0.37	0.000000	0.000000	0.000000
K	11	11_8	LD	8	2	0.37	0.185868	0.014072	0.013065
K	11	11_9	LD	9	3	0.37	0.751571	0.018920	0.017473
K	11	11_10	LD	10	4	0.37	2.828870	0.061585	0.056718
K	11	11_11	LD	11	3	0.37	3.706580	0.077423	0.071269
K	11	11_12	LD	12	4	0.37	2.817431	0.061585	0.056718
K	11	11_13	LD	13	3	0.37	3.692462	0.077423	0.071269
K	11	11_14	LD	14	4	0.37	2.810058	0.061585	0.056718
K	11	11_15	LD	15	4	0.37	2.801983	0.061585	0.056718
K	11	11_16	LD	16	4	0.37	2.812643	0.061585	0.056718
K	11	11_17	LD	17	4	0.37	2.820264	0.061585	0.056718
K	11	11_18	LD	18	3	0.37	0.738902	0.018920	0.017473
K	11	11_19	LD	19	2	0.37	0.174616	0.014072	0.013065
K	11	11_20	LD	20	1	0.37	0.180343	0.014072	0.013065
K	11	11_21	LD	21	1	0.37	0.177190	0.014072	0.013065
K	11	11_22	LD	22	1	0.37	0.180343	0.014072	0.013065
K	11	11_23	LD	23	1	0.37	0.180021	0.014072	0.013065
K	11	11_24	LD	24	1	0.37	0.182173	0.014072	0.013065
L	12	12_1	LD	1	14	0.19	1.873437	0.034185	0.031481
L	12	12_2	LD	2	8	0.19	0.763144	0.008854	0.008186
L	12	12_3	LD	3	10	0.19	1.249603	0.020338	0.018743
L	12	12_4	LD	4	10	0.19	2.159997	0.038291	0.035236
L	12	12_5	LD	5	8	0.19	2.351257	0.044207	0.040678
L	12	12_6	LD	6	15	0.19	3.204130	0.060953	0.056089
L	12	12_7	LD	7	27	0.19	2.617940	0.054455	0.049719
L	12	12_8	LD	8	80	0.19	2.730298	0.061335	0.056172
L	12	12_9	LD	9	144	0.19	3.388807	0.071323	0.065464
L	12	12_10	LD	10	161	0.19	4.800701	0.098009	0.090120
L	12	12_11	LD	11	139	0.19	4.668281	0.094861	0.087188
L	12	12_12	LD	12	140	0.19	4.063515	0.083025	0.076300
L	12	12_13	LD	13	123	0.19	4.281031	0.089159	0.082025
L	12	12_14	LD	14	147	0.19	3.975521	0.083125	0.076400
L	12	12_15	LD	15	136	0.19	3.876211	0.079675	0.073215
L	12	12_16	LD	16	144	0.19	4.053173	0.084636	0.077788
L	12	12_17	LD	17	136	0.19	3.904677	0.082435	0.075765
L	12	12_18	LD	18	126	0.19	3.321698	0.071875	0.065961
L	12	12_19	LD	19	89	0.19	2.004874	0.045636	0.041637
L	12	12_20	LD	20	51	0.19	1.347116	0.030995	0.028400
L	12	12_21	LD	21	39	0.19	1.538141	0.036303	0.033199
L	12	12_22	LD	22	28	0.19	0.966031	0.022577	0.020446
L	12	12_23	LD	23	29	0.19	1.163670	0.025140	0.023206
L	12	12_24	LD	24	22	0.19	0.805063	0.016972	0.015165

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
M	13	13_1	LD	1	14	0.105	1.873437	0.034185	0.031481
M	13	13_2	LD	2	7	0.105	0.740120	0.010119	0.009355
M	13	13_3	LD	3	10	0.105	1.249603	0.020338	0.018743
M	13	13_4	LD	4	8	0.105	2.336907	0.044207	0.040678
M	13	13_5	LD	5	7	0.105	2.614801	0.047523	0.043749
M	13	13_6	LD	6	14	0.105	3.294179	0.063217	0.058171
M	13	13_7	LD	7	23	0.105	2.526559	0.053372	0.048657
M	13	13_8	LD	8	71	0.105	2.674283	0.060239	0.055129
M	13	13_9	LD	9	121	0.105	3.268048	0.069357	0.063628
M	13	13_10	LD	10	137	0.105	4.602527	0.093694	0.086118
M	13	13_11	LD	11	117	0.105	4.583734	0.093406	0.085836
M	13	13_12	LD	12	121	0.105	3.986903	0.081806	0.075168
M	13	13_13	LD	13	107	0.105	4.140374	0.086431	0.079519
M	13	13_14	LD	14	128	0.105	3.792358	0.078488	0.072124
M	13	13_15	LD	15	121	0.105	3.802303	0.078164	0.071815
M	13	13_16	LD	16	129	0.105	3.959325	0.083177	0.076439
M	13	13_17	LD	17	125	0.105	3.873418	0.081876	0.075243
M	13	13_18	LD	18	115	0.105	3.205851	0.070069	0.064285
M	13	13_19	LD	19	84	0.105	2.002015	0.046114	0.042056
M	13	13_20	LD	20	45	0.105	1.112340	0.026839	0.024555
M	13	13_21	LD	21	37	0.105	1.525312	0.035875	0.032787
M	13	13_22	LD	22	26	0.105	0.940579	0.022183	0.020041
M	13	13_23	LD	23	26	0.105	1.065973	0.022969	0.021201
M	13	13_24	LD	24	19	0.105	0.646061	0.013525	0.011922
N	14	14_1	LD	1	9	0.42	1.623122	0.031106	0.028666
N	14	14_2	LD	2	4	0.42	0.550668	0.007036	0.006532
N	14	14_3	LD	3	7	0.42	1.323801	0.022450	0.020693
N	14	14_4	LD	4	7	0.42	1.334093	0.022450	0.020693
N	14	14_5	LD	5	4	0.42	3.032506	0.058067	0.053452
N	14	14_6	LD	6	10	0.42	2.429104	0.045012	0.041429
N	14	14_7	LD	7	17	0.42	2.238446	0.047969	0.043507
N	14	14_8	LD	8	53	0.42	2.460674	0.055932	0.051326
N	14	14_9	LD	9	91	0.42	3.089599	0.066163	0.060638
N	14	14_10	LD	10	98	0.42	4.477487	0.091670	0.084225
N	14	14_11	LD	11	87	0.42	4.417918	0.089640	0.082338
N	14	14_12	LD	12	91	0.42	3.752280	0.076859	0.070591
N	14	14_13	LD	13	82	0.42	4.089106	0.085091	0.078287
N	14	14_14	LD	14	96	0.42	3.718729	0.075948	0.069877
N	14	14_15	LD	15	92	0.42	3.754649	0.076453	0.070340
N	14	14_16	LD	16	101	0.42	4.081441	0.085898	0.078914
N	14	14_17	LD	17	98	0.42	3.930991	0.082633	0.075915
N	14	14_18	LD	18	91	0.42	3.248631	0.070291	0.064436
N	14	14_19	LD	19	63	0.42	1.926608	0.043681	0.039856
N	14	14_20	LD	20	33	0.42	0.997993	0.023239	0.021478
N	14	14_21	LD	21	28	0.42	1.459886	0.034926	0.031816
N	14	14_22	LD	22	18	0.42	0.875854	0.018460	0.017052
N	14	14_23	LD	23	21	0.42	1.156497	0.025012	0.023077
N	14	14_24	LD	24	14	0.42	0.587501	0.010223	0.009481
O	15	15_1	LD	1	0	0.15	0.000000	0.000000	0.000000
O	15	15_2	LD	2	0	0.15	0.000000	0.000000	0.000000
O	15	15_3	LD	3	0	0.15	0.000000	0.000000	0.000000
O	15	15_4	LD	4	0	0.15	0.000000	0.000000	0.000000
O	15	15_5	LD	5	0	0.15	0.000000	0.000000	0.000000
O	15	15_6	LD	6	0	0.15	0.000000	0.000000	0.000000
O	15	15_7	LD	7	1	0.15	0.187436	0.014072	0.013065
O	15	15_8	LD	8	2	0.15	0.185868	0.014072	0.013065
O	15	15_9	LD	9	5	0.15	0.674589	0.014166	0.013097
O	15	15_10	LD	10	4	0.15	2.828870	0.061585	0.056718
O	15	15_11	LD	11	4	0.15	2.822397	0.061585	0.056718
O	15	15_12	LD	12	4	0.15	2.817431	0.061585	0.056718
O	15	15_13	LD	13	4	0.15	2.810189	0.061585	0.056718
O	15	15_14	LD	14	6	0.15	2.041027	0.043402	0.039990
O	15	15_15	LD	15	6	0.15	2.032014	0.043402	0.039990
O	15	15_16	LD	16	6	0.15	2.768133	0.056760	0.052274
O	15	15_17	LD	17	6	0.15	2.776278	0.056760	0.052274
O	15	15_18	LD	18	7	0.15	1.778888	0.039212	0.036143
O	15	15_19	LD	19	6	0.15	0.581802	0.014151	0.013092
O	15	15_20	LD	20	3	0.15	0.435529	0.009381	0.008710
O	15	15_21	LD	21	2	0.15	0.177190	0.014072	0.013065
O	15	15_22	LD	22	1	0.15	0.180343	0.014072	0.013065
O	15	15_23	LD	23	1	0.15	0.180021	0.014072	0.013065
O	15	15_24	LD	24	2	0.15	0.567735	0.007036	0.006532

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
P	16	16_1	LD	1	2	0.315	0.551392	0.007036	0.006532
P	16	16_2	LD	2	2	0.315	0.550668	0.007036	0.006532
P	16	16_3	LD	3	2	0.315	0.559420	0.007036	0.006532
P	16	16_4	LD	4	2	0.315	0.570149	0.007036	0.006532
P	16	16_5	LD	5	2	0.315	0.581149	0.007036	0.006532
P	16	16_6	LD	6	2	0.315	0.580666	0.007036	0.006532
P	16	16_7	LD	7	5	0.315	0.347525	0.011258	0.010452
P	16	16_8	LD	8	18	0.315	0.365341	0.016605	0.014762
P	16	16_9	LD	9	24	0.315	0.372539	0.014826	0.013276
P	16	16_10	LD	10	19	0.315	0.861658	0.022226	0.020539
P	16	16_11	LD	11	13	0.315	0.420051	0.013199	0.012246
P	16	16_12	LD	12	14	0.315	0.392843	0.013273	0.012316
P	16	16_13	LD	13	10	0.315	0.232951	0.012665	0.011758
P	16	16_14	LD	14	14	0.315	0.387161	0.013273	0.012316
P	16	16_15	LD	15	11	0.315	0.442329	0.013011	0.012067
P	16	16_16	LD	16	10	0.315	0.411993	0.014312	0.013274
P	16	16_17	LD	17	9	0.315	0.441289	0.014125	0.013083
P	16	16_18	LD	18	8	0.315	0.258323	0.012313	0.011432
P	16	16_19	LD	19	8	0.315	0.266895	0.012313	0.011432
P	16	16_20	LD	20	6	0.315	0.307936	0.011727	0.010887
P	16	16_21	LD	21	6	0.315	0.301924	0.011727	0.010887
P	16	16_22	LD	22	4	0.315	0.371733	0.010554	0.009799
P	16	16_23	LD	23	5	0.315	0.332521	0.011258	0.010452
P	16	16_24	LD	24	5	0.315	0.490623	0.008443	0.007839
EP8_1	18	18_1	N/A	1	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_2	N/A	2	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_3	N/A	3	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_4	N/A	4	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_5	N/A	5	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_6	N/A	6	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_7	N/A	7	0	0.0353	0.000000	0.000000	0.000000
EP8_1	18	18_8	N/A	8	20	0.0353	20.732233	0.443374	0.407808
EP8_1	18	18_9	N/A	9	20	0.0353	20.685079	0.443374	0.407808
EP8_1	18	18_10	N/A	10	20	0.0353	20.684596	0.443374	0.407808
EP8_1	18	18_11	N/A	11	20	0.0353	20.638730	0.443374	0.407808
EP8_1	18	18_12	N/A	12	20	0.0353	20.621671	0.443374	0.407808
EP8_1	18	18_13	N/A	13	20	0.0353	20.555044	0.443374	0.407808
EP8_1	18	18_14	N/A	14	20	0.0353	20.567114	0.443374	0.407808
EP8_1	18	18_15	N/A	15	20	0.0353	20.507247	0.443374	0.407808
EP8_1	18	18_16	N/A	16	20	0.0353	20.577253	0.443374	0.407808
EP8_1	18	18_17	N/A	17	20	0.0353	20.619257	0.443374	0.407808
EP8_1	18	18_18	N/A	18	20	0.0353	20.503062	0.443374	0.407808
EP8_1	18	18_19	N/A	19	20	0.0353	20.506120	0.443374	0.407808
EP8_1	18	18_20	N/A	20	20	0.0353	20.591576	0.443374	0.407808
EP8_1	18	18_21	N/A	21	20	0.0353	20.495177	0.443374	0.407808
EP8_1	18	18_22	N/A	22	20	0.0353	20.591576	0.443374	0.407808
EP8_1	18	18_23	N/A	23	20	0.0353	20.547158	0.443374	0.407808
EP8_1	18	18_24	N/A	24	0	0.0353	0.000000	0.000000	0.000000
EP8_2	19	19_1	N/A	1	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_2	N/A	2	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_3	N/A	3	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_4	N/A	4	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_5	N/A	5	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_6	N/A	6	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_7	N/A	7	0	0.0417	0.000000	0.000000	0.000000
EP8_2	19	19_8	N/A	8	20	0.0417	20.732233	0.443374	0.407808
EP8_2	19	19_9	N/A	9	20	0.0417	20.685079	0.443374	0.407808
EP8_2	19	19_10	N/A	10	20	0.0417	20.684596	0.443374	0.407808
EP8_2	19	19_11	N/A	11	20	0.0417	20.638730	0.443374	0.407808
EP8_2	19	19_12	N/A	12	20	0.0417	20.621671	0.443374	0.407808
EP8_2	19	19_13	N/A	13	20	0.0417	20.555044	0.443374	0.407808
EP8_2	19	19_14	N/A	14	20	0.0417	20.567114	0.443374	0.407808
EP8_2	19	19_15	N/A	15	20	0.0417	20.507247	0.443374	0.407808
EP8_2	19	19_16	N/A	16	20	0.0417	20.577253	0.443374	0.407808
EP8_2	19	19_17	N/A	17	20	0.0417	20.619257	0.443374	0.407808
EP8_2	19	19_18	N/A	18	20	0.0417	20.503062	0.443374	0.407808
EP8_2	19	19_19	N/A	19	20	0.0417	20.506120	0.443374	0.407808
EP8_2	19	19_20	N/A	20	20	0.0417	20.591576	0.443374	0.407808
EP8_2	19	19_21	N/A	21	20	0.0417	20.495177	0.443374	0.407808
EP8_2	19	19_22	N/A	22	20	0.0417	20.591576	0.443374	0.407808
EP8_2	19	19_23	N/A	23	20	0.0417	20.547158	0.443374	0.407808
EP8_2	19	19_24	N/A	24	0	0.0417	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP8_3	20	20_1	N/A	1	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_2	N/A	2	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_3	N/A	3	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_4	N/A	4	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_5	N/A	5	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_6	N/A	6	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_7	N/A	7	0	0.0294	0.000000	0.000000	0.000000
EP8_3	20	20_8	N/A	8	20	0.0294	20.732233	0.443374	0.407808
EP8_3	20	20_9	N/A	9	20	0.0294	20.685079	0.443374	0.407808
EP8_3	20	20_10	N/A	10	20	0.0294	20.684596	0.443374	0.407808
EP8_3	20	20_11	N/A	11	20	0.0294	20.638730	0.443374	0.407808
EP8_3	20	20_12	N/A	12	20	0.0294	20.621671	0.443374	0.407808
EP8_3	20	20_13	N/A	13	20	0.0294	20.555044	0.443374	0.407808
EP8_3	20	20_14	N/A	14	20	0.0294	20.567114	0.443374	0.407808
EP8_3	20	20_15	N/A	15	20	0.0294	20.507247	0.443374	0.407808
EP8_3	20	20_16	N/A	16	20	0.0294	20.577253	0.443374	0.407808
EP8_3	20	20_17	N/A	17	20	0.0294	20.619257	0.443374	0.407808
EP8_3	20	20_18	N/A	18	20	0.0294	20.503062	0.443374	0.407808
EP8_3	20	20_19	N/A	19	20	0.0294	20.506120	0.443374	0.407808
EP8_3	20	20_20	N/A	20	20	0.0294	20.591576	0.443374	0.407808
EP8_3	20	20_21	N/A	21	20	0.0294	20.495177	0.443374	0.407808
EP8_3	20	20_22	N/A	22	20	0.0294	20.591576	0.443374	0.407808
EP8_3	20	20_23	N/A	23	20	0.0294	20.547158	0.443374	0.407808
EP8_3	20	20_24	N/A	24	0	0.0294	0.000000	0.000000	0.000000
EP8_4	21	21_1	N/A	1	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_2	N/A	2	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_3	N/A	3	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_4	N/A	4	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_5	N/A	5	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_6	N/A	6	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_7	N/A	7	0	0.0321	0.000000	0.000000	0.000000
EP8_4	21	21_8	N/A	8	20	0.0321	20.732233	0.443374	0.407808
EP8_4	21	21_9	N/A	9	20	0.0321	20.685079	0.443374	0.407808
EP8_4	21	21_10	N/A	10	20	0.0321	20.684596	0.443374	0.407808
EP8_4	21	21_11	N/A	11	20	0.0321	20.638730	0.443374	0.407808
EP8_4	21	21_12	N/A	12	20	0.0321	20.621671	0.443374	0.407808
EP8_4	21	21_13	N/A	13	20	0.0321	20.555044	0.443374	0.407808
EP8_4	21	21_14	N/A	14	20	0.0321	20.567114	0.443374	0.407808
EP8_4	21	21_15	N/A	15	20	0.0321	20.507247	0.443374	0.407808
EP8_4	21	21_16	N/A	16	20	0.0321	20.577253	0.443374	0.407808
EP8_4	21	21_17	N/A	17	20	0.0321	20.619257	0.443374	0.407808
EP8_4	21	21_18	N/A	18	20	0.0321	20.503062	0.443374	0.407808
EP8_4	21	21_19	N/A	19	20	0.0321	20.506120	0.443374	0.407808
EP8_4	21	21_20	N/A	20	20	0.0321	20.591576	0.443374	0.407808
EP8_4	21	21_21	N/A	21	20	0.0321	20.495177	0.443374	0.407808
EP8_4	21	21_22	N/A	22	20	0.0321	20.591576	0.443374	0.407808
EP8_4	21	21_23	N/A	23	20	0.0321	20.547158	0.443374	0.407808
EP8_4	21	21_24	N/A	24	0	0.0321	0.000000	0.000000	0.000000
EP8_5	22	22_1	N/A	1	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_2	N/A	2	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_3	N/A	3	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_4	N/A	4	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_5	N/A	5	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_6	N/A	6	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_7	N/A	7	0	0.0165	0.000000	0.000000	0.000000
EP8_5	22	22_8	N/A	8	20	0.0165	20.732233	0.443374	0.407808
EP8_5	22	22_9	N/A	9	20	0.0165	20.685079	0.443374	0.407808
EP8_5	22	22_10	N/A	10	20	0.0165	20.684596	0.443374	0.407808
EP8_5	22	22_11	N/A	11	20	0.0165	20.638730	0.443374	0.407808
EP8_5	22	22_12	N/A	12	20	0.0165	20.621671	0.443374	0.407808
EP8_5	22	22_13	N/A	13	20	0.0165	20.555044	0.443374	0.407808
EP8_5	22	22_14	N/A	14	20	0.0165	20.567114	0.443374	0.407808
EP8_5	22	22_15	N/A	15	20	0.0165	20.507247	0.443374	0.407808
EP8_5	22	22_16	N/A	16	20	0.0165	20.577253	0.443374	0.407808
EP8_5	22	22_17	N/A	17	20	0.0165	20.619257	0.443374	0.407808
EP8_5	22	22_18	N/A	18	20	0.0165	20.503062	0.443374	0.407808
EP8_5	22	22_19	N/A	19	20	0.0165	20.506120	0.443374	0.407808
EP8_5	22	22_20	N/A	20	20	0.0165	20.591576	0.443374	0.407808
EP8_5	22	22_21	N/A	21	20	0.0165	20.495177	0.443374	0.407808
EP8_5	22	22_22	N/A	22	20	0.0165	20.591576	0.443374	0.407808
EP8_5	22	22_23	N/A	23	20	0.0165	20.547158	0.443374	0.407808
EP8_5	22	22_24	N/A	24	0	0.0165	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP9_1	23	23_1	N/A	1	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_2	N/A	2	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_3	N/A	3	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_4	N/A	4	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_5	N/A	5	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_6	N/A	6	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_7	N/A	7	0	0.0353	0.000000	0.000000	0.000000
EP9_1	23	23_8	N/A	8	6	0.0353	20.732233	0.443374	0.407808
EP9_1	23	23_9	N/A	9	6	0.0353	20.685079	0.443374	0.407808
EP9_1	23	23_10	N/A	10	6	0.0353	20.684596	0.443374	0.407808
EP9_1	23	23_11	N/A	11	6	0.0353	20.638730	0.443374	0.407808
EP9_1	23	23_12	N/A	12	6	0.0353	20.621671	0.443374	0.407808
EP9_1	23	23_13	N/A	13	6	0.0353	20.555044	0.443374	0.407808
EP9_1	23	23_14	N/A	14	6	0.0353	20.567114	0.443374	0.407808
EP9_1	23	23_15	N/A	15	6	0.0353	20.507247	0.443374	0.407808
EP9_1	23	23_16	N/A	16	6	0.0353	20.577253	0.443374	0.407808
EP9_1	23	23_17	N/A	17	6	0.0353	20.619257	0.443374	0.407808
EP9_1	23	23_18	N/A	18	6	0.0353	20.503062	0.443374	0.407808
EP9_1	23	23_19	N/A	19	6	0.0353	20.506120	0.443374	0.407808
EP9_1	23	23_20	N/A	20	6	0.0353	20.591576	0.443374	0.407808
EP9_1	23	23_21	N/A	21	6	0.0353	20.495177	0.443374	0.407808
EP9_1	23	23_22	N/A	22	6	0.0353	20.591576	0.443374	0.407808
EP9_1	23	23_23	N/A	23	6	0.0353	20.547158	0.443374	0.407808
EP9_1	23	23_24	N/A	24	0	0.0353	0.000000	0.000000	0.000000
EP9_2	24	24_1	N/A	1	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_2	N/A	2	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_3	N/A	3	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_4	N/A	4	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_5	N/A	5	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_6	N/A	6	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_7	N/A	7	0	0.0171	0.000000	0.000000	0.000000
EP9_2	24	24_8	N/A	8	6	0.0171	20.732233	0.443374	0.407808
EP9_2	24	24_9	N/A	9	6	0.0171	20.685079	0.443374	0.407808
EP9_2	24	24_10	N/A	10	6	0.0171	20.684596	0.443374	0.407808
EP9_2	24	24_11	N/A	11	6	0.0171	20.638730	0.443374	0.407808
EP9_2	24	24_12	N/A	12	6	0.0171	20.621671	0.443374	0.407808
EP9_2	24	24_13	N/A	13	6	0.0171	20.555044	0.443374	0.407808
EP9_2	24	24_14	N/A	14	6	0.0171	20.567114	0.443374	0.407808
EP9_2	24	24_15	N/A	15	6	0.0171	20.507247	0.443374	0.407808
EP9_2	24	24_16	N/A	16	6	0.0171	20.577253	0.443374	0.407808
EP9_2	24	24_17	N/A	17	6	0.0171	20.619257	0.443374	0.407808
EP9_2	24	24_18	N/A	18	6	0.0171	20.503062	0.443374	0.407808
EP9_2	24	24_19	N/A	19	6	0.0171	20.506120	0.443374	0.407808
EP9_2	24	24_20	N/A	20	6	0.0171	20.591576	0.443374	0.407808
EP9_2	24	24_21	N/A	21	6	0.0171	20.495177	0.443374	0.407808
EP9_2	24	24_22	N/A	22	6	0.0171	20.591576	0.443374	0.407808
EP9_2	24	24_23	N/A	23	6	0.0171	20.547158	0.443374	0.407808
EP9_2	24	24_24	N/A	24	0	0.0171	0.000000	0.000000	0.000000
EP9_3	25	25_1	N/A	1	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_2	N/A	2	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_3	N/A	3	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_4	N/A	4	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_5	N/A	5	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_6	N/A	6	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_7	N/A	7	0	0.0311	0.000000	0.000000	0.000000
EP9_3	25	25_8	N/A	8	6	0.0311	20.732233	0.443374	0.407808
EP9_3	25	25_9	N/A	9	6	0.0311	20.685079	0.443374	0.407808
EP9_3	25	25_10	N/A	10	6	0.0311	20.684596	0.443374	0.407808
EP9_3	25	25_11	N/A	11	6	0.0311	20.638730	0.443374	0.407808
EP9_3	25	25_12	N/A	12	6	0.0311	20.621671	0.443374	0.407808
EP9_3	25	25_13	N/A	13	6	0.0311	20.555044	0.443374	0.407808
EP9_3	25	25_14	N/A	14	6	0.0311	20.567114	0.443374	0.407808
EP9_3	25	25_15	N/A	15	6	0.0311	20.507247	0.443374	0.407808
EP9_3	25	25_16	N/A	16	6	0.0311	20.577253	0.443374	0.407808
EP9_3	25	25_17	N/A	17	6	0.0311	20.619257	0.443374	0.407808
EP9_3	25	25_18	N/A	18	6	0.0311	20.503062	0.443374	0.407808
EP9_3	25	25_19	N/A	19	6	0.0311	20.506120	0.443374	0.407808
EP9_3	25	25_20	N/A	20	6	0.0311	20.591576	0.443374	0.407808
EP9_3	25	25_21	N/A	21	6	0.0311	20.495177	0.443374	0.407808
EP9_3	25	25_22	N/A	22	6	0.0311	20.591576	0.443374	0.407808
EP9_3	25	25_23	N/A	23	6	0.0311	20.547158	0.443374	0.407808
EP9_3	25	25_24	N/A	24	0	0.0311	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP9_4	26	26_1	N/A	1	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_2	N/A	2	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_3	N/A	3	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_4	N/A	4	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_5	N/A	5	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_6	N/A	6	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_7	N/A	7	0	0.0143	0.000000	0.000000	0.000000
EP9_4	26	26_8	N/A	8	6	0.0143	20.732233	0.443374	0.407808
EP9_4	26	26_9	N/A	9	6	0.0143	20.685079	0.443374	0.407808
EP9_4	26	26_10	N/A	10	6	0.0143	20.684596	0.443374	0.407808
EP9_4	26	26_11	N/A	11	6	0.0143	20.638730	0.443374	0.407808
EP9_4	26	26_12	N/A	12	6	0.0143	20.621671	0.443374	0.407808
EP9_4	26	26_13	N/A	13	6	0.0143	20.555044	0.443374	0.407808
EP9_4	26	26_14	N/A	14	6	0.0143	20.567114	0.443374	0.407808
EP9_4	26	26_15	N/A	15	6	0.0143	20.507247	0.443374	0.407808
EP9_4	26	26_16	N/A	16	6	0.0143	20.577253	0.443374	0.407808
EP9_4	26	26_17	N/A	17	6	0.0143	20.619257	0.443374	0.407808
EP9_4	26	26_18	N/A	18	6	0.0143	20.503062	0.443374	0.407808
EP9_4	26	26_19	N/A	19	6	0.0143	20.506120	0.443374	0.407808
EP9_4	26	26_20	N/A	20	6	0.0143	20.591576	0.443374	0.407808
EP9_4	26	26_21	N/A	21	6	0.0143	20.495177	0.443374	0.407808
EP9_4	26	26_22	N/A	22	6	0.0143	20.591576	0.443374	0.407808
EP9_4	26	26_23	N/A	23	6	0.0143	20.547158	0.443374	0.407808
EP9_4	26	26_24	N/A	24	0	0.0143	0.000000	0.000000	0.000000
EP9_5	27	27_1	N/A	1	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_2	N/A	2	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_3	N/A	3	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_4	N/A	4	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_5	N/A	5	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_6	N/A	6	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_7	N/A	7	0	0.0259	0.000000	0.000000	0.000000
EP9_5	27	27_8	N/A	8	6	0.0259	20.732233	0.443374	0.407808
EP9_5	27	27_9	N/A	9	6	0.0259	20.685079	0.443374	0.407808
EP9_5	27	27_10	N/A	10	6	0.0259	20.684596	0.443374	0.407808
EP9_5	27	27_11	N/A	11	6	0.0259	20.638730	0.443374	0.407808
EP9_5	27	27_12	N/A	12	6	0.0259	20.621671	0.443374	0.407808
EP9_5	27	27_13	N/A	13	6	0.0259	20.555044	0.443374	0.407808
EP9_5	27	27_14	N/A	14	6	0.0259	20.567114	0.443374	0.407808
EP9_5	27	27_15	N/A	15	6	0.0259	20.507247	0.443374	0.407808
EP9_5	27	27_16	N/A	16	6	0.0259	20.577253	0.443374	0.407808
EP9_5	27	27_17	N/A	17	6	0.0259	20.619257	0.443374	0.407808
EP9_5	27	27_18	N/A	18	6	0.0259	20.503062	0.443374	0.407808
EP9_5	27	27_19	N/A	19	6	0.0259	20.506120	0.443374	0.407808
EP9_5	27	27_20	N/A	20	6	0.0259	20.591576	0.443374	0.407808
EP9_5	27	27_21	N/A	21	6	0.0259	20.495177	0.443374	0.407808
EP9_5	27	27_22	N/A	22	6	0.0259	20.591576	0.443374	0.407808
EP9_5	27	27_23	N/A	23	6	0.0259	20.547158	0.443374	0.407808
EP9_5	27	27_24	N/A	24	0	0.0259	0.000000	0.000000	0.000000
EP9_6	28	28_1	N/A	1	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_2	N/A	2	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_3	N/A	3	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_4	N/A	4	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_5	N/A	5	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_6	N/A	6	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_7	N/A	7	0	0.0124	0.000000	0.000000	0.000000
EP9_6	28	28_8	N/A	8	6	0.0124	20.732233	0.443374	0.407808
EP9_6	28	28_9	N/A	9	6	0.0124	20.685079	0.443374	0.407808
EP9_6	28	28_10	N/A	10	6	0.0124	20.684596	0.443374	0.407808
EP9_6	28	28_11	N/A	11	6	0.0124	20.638730	0.443374	0.407808
EP9_6	28	28_12	N/A	12	6	0.0124	20.621671	0.443374	0.407808
EP9_6	28	28_13	N/A	13	6	0.0124	20.555044	0.443374	0.407808
EP9_6	28	28_14	N/A	14	6	0.0124	20.567114	0.443374	0.407808
EP9_6	28	28_15	N/A	15	6	0.0124	20.507247	0.443374	0.407808
EP9_6	28	28_16	N/A	16	6	0.0124	20.577253	0.443374	0.407808
EP9_6	28	28_17	N/A	17	6	0.0124	20.619257	0.443374	0.407808
EP9_6	28	28_18	N/A	18	6	0.0124	20.503062	0.443374	0.407808
EP9_6	28	28_19	N/A	19	6	0.0124	20.506120	0.443374	0.407808
EP9_6	28	28_20	N/A	20	6	0.0124	20.591576	0.443374	0.407808
EP9_6	28	28_21	N/A	21	6	0.0124	20.495177	0.443374	0.407808
EP9_6	28	28_22	N/A	22	6	0.0124	20.591576	0.443374	0.407808
EP9_6	28	28_23	N/A	23	6	0.0124	20.547158	0.443374	0.407808
EP9_6	28	28_24	N/A	24	0	0.0124	0.000000	0.000000	0.000000

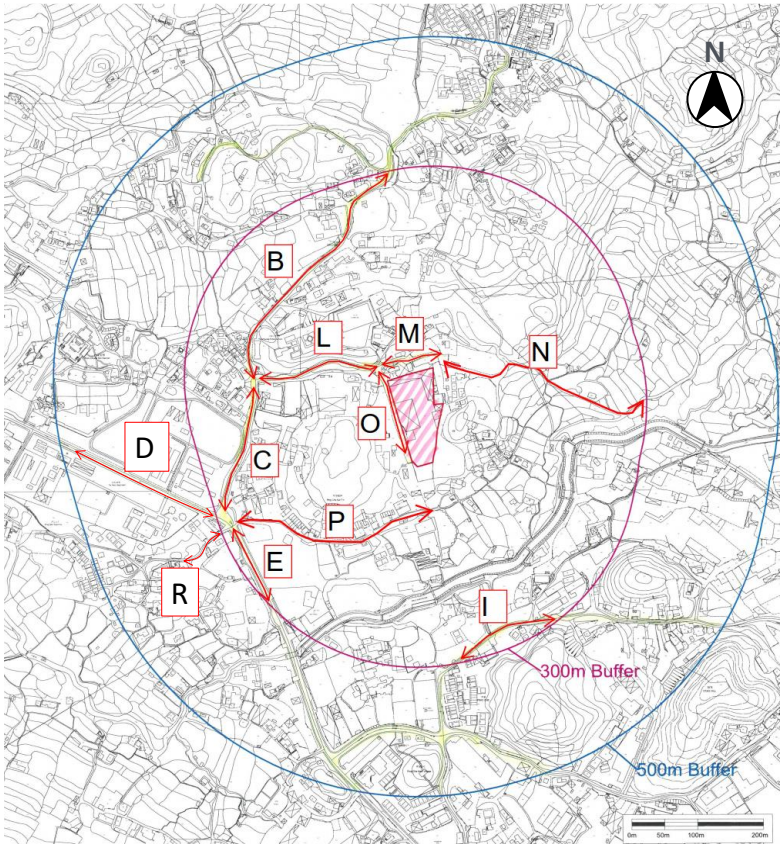
Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP10_1	29	29_1	N/A	1	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_2	N/A	2	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_3	N/A	3	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_4	N/A	4	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_5	N/A	5	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_6	N/A	6	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_7	N/A	7	0	0.0353	0.000000	0.000000	0.000000
EP10_1	29	29_8	N/A	8	30	0.0353	20.732233	0.443374	0.407808
EP10_1	29	29_9	N/A	9	30	0.0353	20.685079	0.443374	0.407808
EP10_1	29	29_10	N/A	10	30	0.0353	20.684596	0.443374	0.407808
EP10_1	29	29_11	N/A	11	30	0.0353	20.638730	0.443374	0.407808
EP10_1	29	29_12	N/A	12	30	0.0353	20.621671	0.443374	0.407808
EP10_1	29	29_13	N/A	13	30	0.0353	20.555044	0.443374	0.407808
EP10_1	29	29_14	N/A	14	30	0.0353	20.567114	0.443374	0.407808
EP10_1	29	29_15	N/A	15	30	0.0353	20.507247	0.443374	0.407808
EP10_1	29	29_16	N/A	16	30	0.0353	20.577253	0.443374	0.407808
EP10_1	29	29_17	N/A	17	30	0.0353	20.619257	0.443374	0.407808
EP10_1	29	29_18	N/A	18	30	0.0353	20.503062	0.443374	0.407808
EP10_1	29	29_19	N/A	19	30	0.0353	20.506120	0.443374	0.407808
EP10_1	29	29_20	N/A	20	30	0.0353	20.591576	0.443374	0.407808
EP10_1	29	29_21	N/A	21	30	0.0353	20.495177	0.443374	0.407808
EP10_1	29	29_22	N/A	22	30	0.0353	20.591576	0.443374	0.407808
EP10_1	29	29_23	N/A	23	30	0.0353	20.547158	0.443374	0.407808
EP10_1	29	29_24	N/A	24	0	0.0353	0.000000	0.000000	0.000000
EP10_2	30	30_1	N/A	1	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_2	N/A	2	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_3	N/A	3	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_4	N/A	4	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_5	N/A	5	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_6	N/A	6	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_7	N/A	7	0	0.0171	0.000000	0.000000	0.000000
EP10_2	30	30_8	N/A	8	30	0.0171	20.732233	0.443374	0.407808
EP10_2	30	30_9	N/A	9	30	0.0171	20.685079	0.443374	0.407808
EP10_2	30	30_10	N/A	10	30	0.0171	20.684596	0.443374	0.407808
EP10_2	30	30_11	N/A	11	30	0.0171	20.638730	0.443374	0.407808
EP10_2	30	30_12	N/A	12	30	0.0171	20.621671	0.443374	0.407808
EP10_2	30	30_13	N/A	13	30	0.0171	20.555044	0.443374	0.407808
EP10_2	30	30_14	N/A	14	30	0.0171	20.567114	0.443374	0.407808
EP10_2	30	30_15	N/A	15	30	0.0171	20.507247	0.443374	0.407808
EP10_2	30	30_16	N/A	16	30	0.0171	20.577253	0.443374	0.407808
EP10_2	30	30_17	N/A	17	30	0.0171	20.619257	0.443374	0.407808
EP10_2	30	30_18	N/A	18	30	0.0171	20.503062	0.443374	0.407808
EP10_2	30	30_19	N/A	19	30	0.0171	20.506120	0.443374	0.407808
EP10_2	30	30_20	N/A	20	30	0.0171	20.591576	0.443374	0.407808
EP10_2	30	30_21	N/A	21	30	0.0171	20.495177	0.443374	0.407808
EP10_2	30	30_22	N/A	22	30	0.0171	20.591576	0.443374	0.407808
EP10_2	30	30_23	N/A	23	30	0.0171	20.547158	0.443374	0.407808
EP10_2	30	30_24	N/A	24	0	0.0171	0.000000	0.000000	0.000000
EP10_3	31	31_1	N/A	1	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_2	N/A	2	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_3	N/A	3	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_4	N/A	4	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_5	N/A	5	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_6	N/A	6	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_7	N/A	7	0	0.0311	0.000000	0.000000	0.000000
EP10_3	31	31_8	N/A	8	30	0.0311	20.732233	0.443374	0.407808
EP10_3	31	31_9	N/A	9	30	0.0311	20.685079	0.443374	0.407808
EP10_3	31	31_10	N/A	10	30	0.0311	20.684596	0.443374	0.407808
EP10_3	31	31_11	N/A	11	30	0.0311	20.638730	0.443374	0.407808
EP10_3	31	31_12	N/A	12	30	0.0311	20.621671	0.443374	0.407808
EP10_3	31	31_13	N/A	13	30	0.0311	20.555044	0.443374	0.407808
EP10_3	31	31_14	N/A	14	30	0.0311	20.567114	0.443374	0.407808
EP10_3	31	31_15	N/A	15	30	0.0311	20.507247	0.443374	0.407808
EP10_3	31	31_16	N/A	16	30	0.0311	20.577253	0.443374	0.407808
EP10_3	31	31_17	N/A	17	30	0.0311	20.619257	0.443374	0.407808
EP10_3	31	31_18	N/A	18	30	0.0311	20.503062	0.443374	0.407808
EP10_3	31	31_19	N/A	19	30	0.0311	20.506120	0.443374	0.407808
EP10_3	31	31_20	N/A	20	30	0.0311	20.591576	0.443374	0.407808
EP10_3	31	31_21	N/A	21	30	0.0311	20.495177	0.443374	0.407808
EP10_3	31	31_22	N/A	22	30	0.0311	20.591576	0.443374	0.407808
EP10_3	31	31_23	N/A	23	30	0.0311	20.547158	0.443374	0.407808
EP10_3	31	31_24	N/A	24	0	0.0311	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP10_4	32	32_1	N/A	1	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_2	N/A	2	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_3	N/A	3	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_4	N/A	4	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_5	N/A	5	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_6	N/A	6	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_7	N/A	7	0	0.0209	0.000000	0.000000	0.000000
EP10_4	32	32_8	N/A	8	30	0.0209	20.732233	0.443374	0.407808
EP10_4	32	32_9	N/A	9	30	0.0209	20.685079	0.443374	0.407808
EP10_4	32	32_10	N/A	10	30	0.0209	20.684596	0.443374	0.407808
EP10_4	32	32_11	N/A	11	30	0.0209	20.638730	0.443374	0.407808
EP10_4	32	32_12	N/A	12	30	0.0209	20.621671	0.443374	0.407808
EP10_4	32	32_13	N/A	13	30	0.0209	20.555044	0.443374	0.407808
EP10_4	32	32_14	N/A	14	30	0.0209	20.567114	0.443374	0.407808
EP10_4	32	32_15	N/A	15	30	0.0209	20.507247	0.443374	0.407808
EP10_4	32	32_16	N/A	16	30	0.0209	20.577253	0.443374	0.407808
EP10_4	32	32_17	N/A	17	30	0.0209	20.619257	0.443374	0.407808
EP10_4	32	32_18	N/A	18	30	0.0209	20.503062	0.443374	0.407808
EP10_4	32	32_19	N/A	19	30	0.0209	20.506120	0.443374	0.407808
EP10_4	32	32_20	N/A	20	30	0.0209	20.591576	0.443374	0.407808
EP10_4	32	32_21	N/A	21	30	0.0209	20.495177	0.443374	0.407808
EP10_4	32	32_22	N/A	22	30	0.0209	20.591576	0.443374	0.407808
EP10_4	32	32_23	N/A	23	30	0.0209	20.547158	0.443374	0.407808
EP10_4	32	32_24	N/A	24	0	0.0209	0.000000	0.000000	0.000000
EP10_5	33	33_1	N/A	1	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_2	N/A	2	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_3	N/A	3	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_4	N/A	4	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_5	N/A	5	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_6	N/A	6	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_7	N/A	7	0	0.021	0.000000	0.000000	0.000000
EP10_5	33	33_8	N/A	8	30	0.021	20.732233	0.443374	0.407808
EP10_5	33	33_9	N/A	9	30	0.021	20.685079	0.443374	0.407808
EP10_5	33	33_10	N/A	10	30	0.021	20.684596	0.443374	0.407808
EP10_5	33	33_11	N/A	11	30	0.021	20.638730	0.443374	0.407808
EP10_5	33	33_12	N/A	12	30	0.021	20.621671	0.443374	0.407808
EP10_5	33	33_13	N/A	13	30	0.021	20.555044	0.443374	0.407808
EP10_5	33	33_14	N/A	14	30	0.021	20.567114	0.443374	0.407808
EP10_5	33	33_15	N/A	15	30	0.021	20.507247	0.443374	0.407808
EP10_5	33	33_16	N/A	16	30	0.021	20.577253	0.443374	0.407808
EP10_5	33	33_17	N/A	17	30	0.021	20.619257	0.443374	0.407808
EP10_5	33	33_18	N/A	18	30	0.021	20.503062	0.443374	0.407808
EP10_5	33	33_19	N/A	19	30	0.021	20.506120	0.443374	0.407808
EP10_5	33	33_20	N/A	20	30	0.021	20.591576	0.443374	0.407808
EP10_5	33	33_21	N/A	21	30	0.021	20.495177	0.443374	0.407808
EP10_5	33	33_22	N/A	22	30	0.021	20.591576	0.443374	0.407808
EP10_5	33	33_23	N/A	23	30	0.021	20.547158	0.443374	0.407808
EP10_5	33	33_24	N/A	24	0	0.021	0.000000	0.000000	0.000000
EP10_6	34	34_1	N/A	1	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_2	N/A	2	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_3	N/A	3	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_4	N/A	4	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_5	N/A	5	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_6	N/A	6	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_7	N/A	7	0	0.0134	0.000000	0.000000	0.000000
EP10_6	34	34_8	N/A	8	30	0.0134	20.732233	0.443374	0.407808
EP10_6	34	34_9	N/A	9	30	0.0134	20.685079	0.443374	0.407808
EP10_6	34	34_10	N/A	10	30	0.0134	20.684596	0.443374	0.407808
EP10_6	34	34_11	N/A	11	30	0.0134	20.638730	0.443374	0.407808
EP10_6	34	34_12	N/A	12	30	0.0134	20.621671	0.443374	0.407808
EP10_6	34	34_13	N/A	13	30	0.0134	20.555044	0.443374	0.407808
EP10_6	34	34_14	N/A	14	30	0.0134	20.567114	0.443374	0.407808
EP10_6	34	34_15	N/A	15	30	0.0134	20.507247	0.443374	0.407808
EP10_6	34	34_16	N/A	16	30	0.0134	20.577253	0.443374	0.407808
EP10_6	34	34_17	N/A	17	30	0.0134	20.619257	0.443374	0.407808
EP10_6	34	34_18	N/A	18	30	0.0134	20.503062	0.443374	0.407808
EP10_6	34	34_19	N/A	19	30	0.0134	20.506120	0.443374	0.407808
EP10_6	34	34_20	N/A	20	30	0.0134	20.591576	0.443374	0.407808
EP10_6	34	34_21	N/A	21	30	0.0134	20.495177	0.443374	0.407808
EP10_6	34	34_22	N/A	22	30	0.0134	20.591576	0.443374	0.407808
EP10_6	34	34_23	N/A	23	30	0.0134	20.547158	0.443374	0.407808
EP10_6	34	34_24	N/A	24	0	0.0134	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP10_7	35	35_1	N/A	1	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_2	N/A	2	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_3	N/A	3	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_4	N/A	4	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_5	N/A	5	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_6	N/A	6	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_7	N/A	7	0	0.0137	0.000000	0.000000	0.000000
EP10_7	35	35_8	N/A	8	30	0.0137	20.732233	0.443374	0.407808
EP10_7	35	35_9	N/A	9	30	0.0137	20.685079	0.443374	0.407808
EP10_7	35	35_10	N/A	10	30	0.0137	20.684596	0.443374	0.407808
EP10_7	35	35_11	N/A	11	30	0.0137	20.638730	0.443374	0.407808
EP10_7	35	35_12	N/A	12	30	0.0137	20.621671	0.443374	0.407808
EP10_7	35	35_13	N/A	13	30	0.0137	20.555044	0.443374	0.407808
EP10_7	35	35_14	N/A	14	30	0.0137	20.567114	0.443374	0.407808
EP10_7	35	35_15	N/A	15	30	0.0137	20.507247	0.443374	0.407808
EP10_7	35	35_16	N/A	16	30	0.0137	20.577253	0.443374	0.407808
EP10_7	35	35_17	N/A	17	30	0.0137	20.619257	0.443374	0.407808
EP10_7	35	35_18	N/A	18	30	0.0137	20.503062	0.443374	0.407808
EP10_7	35	35_19	N/A	19	30	0.0137	20.506120	0.443374	0.407808
EP10_7	35	35_20	N/A	20	30	0.0137	20.591576	0.443374	0.407808
EP10_7	35	35_21	N/A	21	30	0.0137	20.495177	0.443374	0.407808
EP10_7	35	35_22	N/A	22	30	0.0137	20.591576	0.443374	0.407808
EP10_7	35	35_23	N/A	23	30	0.0137	20.547158	0.443374	0.407808
EP10_7	35	35_24	N/A	24	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_1	N/A	1	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_2	N/A	2	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_3	N/A	3	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_4	N/A	4	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_5	N/A	5	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_6	N/A	6	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_7	N/A	7	0	0.0137	0.000000	0.000000	0.000000
EP10_8	36	36_8	N/A	8	30	0.0137	20.732233	0.443374	0.407808
EP10_8	36	36_9	N/A	9	30	0.0137	20.685079	0.443374	0.407808
EP10_8	36	36_10	N/A	10	30	0.0137	20.684596	0.443374	0.407808
EP10_8	36	36_11	N/A	11	30	0.0137	20.638730	0.443374	0.407808
EP10_8	36	36_12	N/A	12	30	0.0137	20.621671	0.443374	0.407808
EP10_8	36	36_13	N/A	13	30	0.0137	20.555044	0.443374	0.407808
EP10_8	36	36_14	N/A	14	30	0.0137	20.567114	0.443374	0.407808
EP10_8	36	36_15	N/A	15	30	0.0137	20.507247	0.443374	0.407808
EP10_8	36	36_16	N/A	16	30	0.0137	20.577253	0.443374	0.407808
EP10_8	36	36_17	N/A	17	30	0.0137	20.619257	0.443374	0.407808
EP10_8	36	36_18	N/A	18	30	0.0137	20.503062	0.443374	0.407808
EP10_8	36	36_19	N/A	19	30	0.0137	20.506120	0.443374	0.407808
EP10_8	36	36_20	N/A	20	30	0.0137	20.591576	0.443374	0.407808
EP10_8	36	36_21	N/A	21	30	0.0137	20.495177	0.443374	0.407808
EP10_8	36	36_22	N/A	22	30	0.0137	20.591576	0.443374	0.407808
EP10_8	36	36_23	N/A	23	30	0.0137	20.547158	0.443374	0.407808
EP10_8	36	36_24	N/A	24	0	0.0137	0.000000	0.000000	0.000000
EP10_9	37	37_1	N/A	1	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_2	N/A	2	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_3	N/A	3	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_4	N/A	4	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_5	N/A	5	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_6	N/A	6	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_7	N/A	7	0	0.0124	0.000000	0.000000	0.000000
EP10_9	37	37_8	N/A	8	30	0.0124	20.732233	0.443374	0.407808
EP10_9	37	37_9	N/A	9	30	0.0124	20.685079	0.443374	0.407808
EP10_9	37	37_10	N/A	10	30	0.0124	20.684596	0.443374	0.407808
EP10_9	37	37_11	N/A	11	30	0.0124	20.638730	0.443374	0.407808
EP10_9	37	37_12	N/A	12	30	0.0124	20.621671	0.443374	0.407808
EP10_9	37	37_13	N/A	13	30	0.0124	20.555044	0.443374	0.407808
EP10_9	37	37_14	N/A	14	30	0.0124	20.567114	0.443374	0.407808
EP10_9	37	37_15	N/A	15	30	0.0124	20.507247	0.443374	0.407808
EP10_9	37	37_16	N/A	16	30	0.0124	20.577253	0.443374	0.407808
EP10_9	37	37_17	N/A	17	30	0.0124	20.619257	0.443374	0.407808
EP10_9	37	37_18	N/A	18	30	0.0124	20.503062	0.443374	0.407808
EP10_9	37	37_19	N/A	19	30	0.0124	20.506120	0.443374	0.407808
EP10_9	37	37_20	N/A	20	30	0.0124	20.591576	0.443374	0.407808
EP10_9	37	37_21	N/A	21	30	0.0124	20.495177	0.443374	0.407808
EP10_9	37	37_22	N/A	22	30	0.0124	20.591576	0.443374	0.407808
EP10_9	37	37_23	N/A	23	30	0.0124	20.547158	0.443374	0.407808
EP10_9	37	37_24	N/A	24	0	0.0124	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP11_1	38	38_1	N/A	1	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_2	N/A	2	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_3	N/A	3	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_4	N/A	4	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_5	N/A	5	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_6	N/A	6	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_7	N/A	7	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_8	N/A	8	4	0.0141	20.732233	0.443374	0.407808
EP11_1	38	38_9	N/A	9	4	0.0141	20.685079	0.443374	0.407808
EP11_1	38	38_10	N/A	10	4	0.0141	20.684596	0.443374	0.407808
EP11_1	38	38_11	N/A	11	4	0.0141	20.638730	0.443374	0.407808
EP11_1	38	38_12	N/A	12	4	0.0141	20.621671	0.443374	0.407808
EP11_1	38	38_13	N/A	13	4	0.0141	20.555044	0.443374	0.407808
EP11_1	38	38_14	N/A	14	4	0.0141	20.567114	0.443374	0.407808
EP11_1	38	38_15	N/A	15	4	0.0141	20.507247	0.443374	0.407808
EP11_1	38	38_16	N/A	16	4	0.0141	20.577253	0.443374	0.407808
EP11_1	38	38_17	N/A	17	4	0.0141	20.619257	0.443374	0.407808
EP11_1	38	38_18	N/A	18	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_19	N/A	19	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_20	N/A	20	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_21	N/A	21	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_22	N/A	22	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_23	N/A	23	0	0.0141	0.000000	0.000000	0.000000
EP11_1	38	38_24	N/A	24	0	0.0141	0.000000	0.000000	0.000000
EP11_2	39	39_1	N/A	1	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_2	N/A	2	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_3	N/A	3	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_4	N/A	4	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_5	N/A	5	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_6	N/A	6	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_7	N/A	7	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_8	N/A	8	4	0.0139	20.732233	0.443374	0.407808
EP11_2	39	39_9	N/A	9	4	0.0139	20.685079	0.443374	0.407808
EP11_2	39	39_10	N/A	10	4	0.0139	20.684596	0.443374	0.407808
EP11_2	39	39_11	N/A	11	4	0.0139	20.638730	0.443374	0.407808
EP11_2	39	39_12	N/A	12	4	0.0139	20.621671	0.443374	0.407808
EP11_2	39	39_13	N/A	13	4	0.0139	20.555044	0.443374	0.407808
EP11_2	39	39_14	N/A	14	4	0.0139	20.567114	0.443374	0.407808
EP11_2	39	39_15	N/A	15	4	0.0139	20.507247	0.443374	0.407808
EP11_2	39	39_16	N/A	16	4	0.0139	20.577253	0.443374	0.407808
EP11_2	39	39_17	N/A	17	4	0.0139	20.619257	0.443374	0.407808
EP11_2	39	39_18	N/A	18	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_19	N/A	19	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_20	N/A	20	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_21	N/A	21	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_22	N/A	22	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_23	N/A	23	0	0.0139	0.000000	0.000000	0.000000
EP11_2	39	39_24	N/A	24	0	0.0139	0.000000	0.000000	0.000000
EP11_3	40	40_1	N/A	1	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_2	N/A	2	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_3	N/A	3	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_4	N/A	4	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_5	N/A	5	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_6	N/A	6	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_7	N/A	7	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_8	N/A	8	4	0.0134	20.732233	0.443374	0.407808
EP11_3	40	40_9	N/A	9	4	0.0134	20.685079	0.443374	0.407808
EP11_3	40	40_10	N/A	10	4	0.0134	20.684596	0.443374	0.407808
EP11_3	40	40_11	N/A	11	4	0.0134	20.638730	0.443374	0.407808
EP11_3	40	40_12	N/A	12	4	0.0134	20.621671	0.443374	0.407808
EP11_3	40	40_13	N/A	13	4	0.0134	20.555044	0.443374	0.407808
EP11_3	40	40_14	N/A	14	4	0.0134	20.567114	0.443374	0.407808
EP11_3	40	40_15	N/A	15	4	0.0134	20.507247	0.443374	0.407808
EP11_3	40	40_16	N/A	16	4	0.0134	20.577253	0.443374	0.407808
EP11_3	40	40_17	N/A	17	4	0.0134	20.619257	0.443374	0.407808
EP11_3	40	40_18	N/A	18	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_19	N/A	19	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_20	N/A	20	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_21	N/A	21	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_22	N/A	22	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_23	N/A	23	0	0.0134	0.000000	0.000000	0.000000
EP11_3	40	40_24	N/A	24	0	0.0134	0.000000	0.000000	0.000000

Road Link No.	Road ID	Time and link ID	Road Type	Time	Total (veh/hr)	Road Length (km)	NOx Emission Factor (g/hr/mile)	PM10 Emission Factor (g/hr/mile)	PM2.5 Emission Factor (g/hr/mile)
EP12_1	41	41_1	N/A	1	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_2	N/A	2	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_3	N/A	3	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_4	N/A	4	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_5	N/A	5	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_6	N/A	6	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_7	N/A	7	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_8	N/A	8	10	0.033	16.693124	0.378518	0.348262
EP12_1	41	41_9	N/A	9	10	0.033	16.656431	0.378518	0.348262
EP12_1	41	41_10	N/A	10	10	0.033	16.655948	0.378518	0.348262
EP12_1	41	41_11	N/A	11	10	0.033	16.620060	0.378518	0.348262
EP12_1	41	41_12	N/A	12	10	0.033	16.606702	0.378518	0.348262
EP12_1	41	41_13	N/A	13	10	0.033	16.554881	0.378518	0.348262
EP12_1	41	41_14	N/A	14	10	0.033	16.564216	0.378518	0.348262
EP12_1	41	41_15	N/A	15	10	0.033	16.517384	0.378518	0.348262
EP12_1	41	41_16	N/A	16	10	0.033	16.572101	0.378518	0.348262
EP12_1	41	41_17	N/A	17	10	0.033	16.604932	0.378518	0.348262
EP12_1	41	41_18	N/A	18	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_19	N/A	19	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_20	N/A	20	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_21	N/A	21	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_22	N/A	22	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_23	N/A	23	0	0.033	0.000000	0.000000	0.000000
EP12_1	41	41_24	N/A	24	0	0.033	0.000000	0.000000	0.000000
EP12_2	42	42_1	N/A	1	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_2	N/A	2	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_3	N/A	3	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_4	N/A	4	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_5	N/A	5	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_6	N/A	6	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_7	N/A	7	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_8	N/A	8	44	0.0262	16.693124	0.378518	0.348262
EP12_2	42	42_9	N/A	9	44	0.0262	16.656431	0.378518	0.348262
EP12_2	42	42_10	N/A	10	44	0.0262	16.655948	0.378518	0.348262
EP12_2	42	42_11	N/A	11	44	0.0262	16.620060	0.378518	0.348262
EP12_2	42	42_12	N/A	12	44	0.0262	16.606702	0.378518	0.348262
EP12_2	42	42_13	N/A	13	44	0.0262	16.554881	0.378518	0.348262
EP12_2	42	42_14	N/A	14	44	0.0262	16.564216	0.378518	0.348262
EP12_2	42	42_15	N/A	15	44	0.0262	16.517384	0.378518	0.348262
EP12_2	42	42_16	N/A	16	44	0.0262	16.572101	0.378518	0.348262
EP12_2	42	42_17	N/A	17	44	0.0262	16.604932	0.378518	0.348262
EP12_2	42	42_18	N/A	18	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_19	N/A	19	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_20	N/A	20	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_21	N/A	21	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_22	N/A	22	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_23	N/A	23	0	0.0262	0.000000	0.000000	0.000000
EP12_2	42	42_24	N/A	24	0	0.0262	0.000000	0.000000	0.000000
EP12_3	43	43_1	N/A	1	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_2	N/A	2	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_3	N/A	3	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_4	N/A	4	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_5	N/A	5	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_6	N/A	6	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_7	N/A	7	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_8	N/A	8	10	0.0265	16.693124	0.378518	0.348262
EP12_3	43	43_9	N/A	9	10	0.0265	16.656431	0.378518	0.348262
EP12_3	43	43_10	N/A	10	10	0.0265	16.655948	0.378518	0.348262
EP12_3	43	43_11	N/A	11	10	0.0265	16.620060	0.378518	0.348262
EP12_3	43	43_12	N/A	12	10	0.0265	16.606702	0.378518	0.348262
EP12_3	43	43_13	N/A	13	10	0.0265	16.554881	0.378518	0.348262
EP12_3	43	43_14	N/A	14	10	0.0265	16.564216	0.378518	0.348262
EP12_3	43	43_15	N/A	15	10	0.0265	16.517384	0.378518	0.348262
EP12_3	43	43_16	N/A	16	10	0.0265	16.572101	0.378518	0.348262
EP12_3	43	43_17	N/A	17	10	0.0265	16.604932	0.378518	0.348262
EP12_3	43	43_18	N/A	18	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_19	N/A	19	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_20	N/A	20	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_21	N/A	21	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_22	N/A	22	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_23	N/A	23	0	0.0265	0.000000	0.000000	0.000000
EP12_3	43	43_24	N/A	24	0	0.0265	0.000000	0.000000	0.000000



Link	Road Name	Without Development								With Development							
		2023 Traffic Flow				2038 Traffic Flow				2023 Traffic Flow				2038 Traffic Flow			
		AM		PM		AM		PM		AM		PM		AM		PM	
		Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %	Traffic Volume (veh/hr)	Heavy Vehicle %
B	Ping Yuen Road	168	34.5%	159	45.9%	196	35.2%	183	45.4%	168	34.5%	159	45.9%	196	35.2%	183	45.4%
C	Ping Yuen Road	309	43.4%	291	44.3%	363	43.8%	340	45.0%	306	42.8%	288	43.8%	360	43.3%	337	44.5%
E	Ping Che Road	649	51.6%	602	48.0%	756	51.6%	699	47.8%	646	51.4%	599	47.7%	753	51.4%	696	47.6%
I	Ng Chow Road	104	57.7%	105	37.1%	120	56.7%	122	37.7%	104	57.7%	105	37.1%	120	56.7%	122	37.7%
L	Unnamed Road	125	59.2%	109	53.2%	147	59.2%	129	53.5%	122	58.2%	106	51.9%	144	58.3%	126	52.4%
M	Unnamed Road	105	57.1%	98	50.0%	121	56.2%	115	50.4%	105	57.1%	98	50.0%	121	56.2%	115	50.4%
N	Unnamed Road	74	51.4%	78	52.6%	91	52.7%	91	52.7%	74	51.4%	78	52.6%	91	52.7%	91	52.7%
O	Unnamed Road	8	50.0%	10	50.0%	8	50.0%	10	50.0%	5	20.0%	7	28.6%	5	20.0%	7	28.6%
P	Unnamed Road	21	0.0%	8	0.0%	24	0.0%	8	0.0%	21	0.0%	8	0.0%	24	0.0%	8	0.0%
D	Ping Che Road	365	52.1%	365	45.8%	430	52.6%	422	45.5%	365	52.1%	365	45.8%	430	52.6%	422	45.5%
R	Unnamed Road	33	6.7%	28	8.0%	39	6.7%	33	8.0%	33	6.7%	28	8.0%	39	6.7%	33	8.0%

AECOM

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+852 3922 9797 fax

Our ref: 6061670/0098/22/2022000081D

By Fax and Email

1 June 2022

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

Dear Sir / Madam,

Section 16 Planning Application for Temporary Concrete Batching Plant at Lot 153 (Part) in D.D. 77 in Ping Che, New Territories for a Period of 5 Years (Application No. A/NE-TKL/681)
Submission of Fifth Further Information

Reference is made to the captioned Section 16 Planning Application submitted on 29 June 2021, First Further Information submitted on 8 November 2021, Second Further Information submitted on 22 February 2022, Third Further Information submitted on 11 April 2022 and Fourth Furth Information submitted on 30 May 2022.

Further to the request from Planning Department, we hereby supplement the following parameters of the existing factory for consideration:

- Two silos are in operation at the site;
- Building height of the existing Mixing Tower and Silos are about 9.92m and 9.24m respectively; and
- The Gross Floor Area (GFA) of the existing factory is about 808m² with a site coverage of about 11.17%.

In accordance to TPB PG-No. 32A, this submission of further information does not result in a material change of the nature of the captioned planning application, hence it should be accepted by Secretary of the Town Planning Board for inclusion into the application.

We sincerely hope that with the above information, it will better facilitate the Town Planning Board in favourably consider our proposed development. Should you have any queries, please feel free to contact our Mr. Andy Pang at 3922 8013 or the undersigned at 3729 0429.

Yours faithfully,
For and on behalf of
AECOM Asia Company Ltd.

Pearl Hui
Executive Director, Urban Planning
Urbanism + Planning, Hong Kong

c.c.
TP/N3, PlanD Attn: Ms. Michelle Chan (via Email)

Appendix II of RNTPC
Paper No. A/NE-TKL/681B

Similar S.16 Application within the "Industrial (Group D)" zone in the vicinity of the Site in the Ping Che and Ta Kwu Ling Area

Approved Application

Application No.	Uses/ Development	Date of Consideration
A/NE-TKL/380	Proposed Temporary Concrete Batching Plant with Minor Relaxation of Building Height Restriction for a Period of 3 Years	7.6.2013 (RNTPC) (revoked on 7.3.2014)

Government Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

- no objection to the application;
- the lot is the subject of a Short Term Waiver (STW) No. 863. The STW is issued for the purpose of a factory for manufacturing concrete products on Lot 149, 151, 152, 153, 155, 157 and 158 all in D.D.77. The applicant is not the waiveree of the STW. A recent site inspection detected irregularities at the STW area and her office reserves the rights to take enforcement action against the STW;
- the actual occupation boundary is larger than the Site. Portion of area covered by Short Term Tenancy No. 604 (STT) as well as government land adjoining the Site. The applicant is not the tenant of the STT;
- the existing structures on Lot 159 RP in D.D. 77, the STT area and government land adjoining the Site are erected without prior approval from her office. Her office reserves the right to take land control action against the structures on the said private lot, enforcement action against the STT and land control action against the irregularities on government land as appropriate; and
- with regard to the proposed road widening works along Ping Yuen Road and a local access road in the revised TIA, the proposed works falls on government land as well as Lots 158 RP and 159 RP both in D.D. 77, and part of the works overlap with the road widening works to be carried out by DO/N. The applicant should make his own arrangement to obtain consent from relevant parties for the proposed road widening works.

2. Traffic

Comments of the Commissioner for Transport (C for T):

- having reviewed the revised TIA and FI (**Appendix Ie**) submitted by the applicant, it is noted that the maximum traffic generation of the proposed CBP would be limited to 15 vehicles per hour (29 pcu/hr) for one-way direction. The estimated construction traffic for the construction and demolition materials to/from the proposed development would not be more than 4 construction vehicles per day as confirmed by the applicant;

- it is noted that the road improvement scheme is proposed to allow 2-way traffic movement at Ping Yuen Road and to provide footpath at the access road to ensure pedestrian safety. Moreover, the applicant undertakes that the proposed improvement works would be completed before the commencement of the operation of the CBP. In this regard, he has no further comments from traffic engineering point of view;

- the access road from Ping Yuen Road to the Site is not managed by her office. The applicant should seek comment from the management and maintenance parties of the access road; and

- should the application be approved, approval condition requiring the implementation of traffic improvement measures identified therein before commencement of operation of the proposed development to the satisfaction of the C for T is recommended.

Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- he has no comment on the application;

- the Ping Yuen Road and the unnamed access road leading to the Site are not maintained by HyD. The proposed road improvement scheme involves both government land and private lots, the relevant land issues need to be sorted out to confirm its feasibility;

- subject to the detailed design and construction arrangement of the proposed road improvement works and public reaction to the concrete plan usage, the road widening proposal gazette under the Road (Works, Use and Compensation) Ordinance (Cap. 370) may be required for the proposed works; and

- if the proposed access is agreed by TD and should the application be approved, the applicant is required to construct a proper ingress and egress for the Site according to HyD's Standard Drawings and upon termination of the proposed temporary uses, the applicant is required to reinstate the ingress and egress to their original state to his satisfaction at the applicant's cost.

3. <u>Environment</u>

Comments of the Director of Environmental Protection (DEP):

- having reviewed the revised EA at **Appendices Id** and **Ie** submitted by the applicant, he has no in-principle objection to the application from environmental perspective. With proper implementation of the mitigation measures (including enclosures of operation and 4m high site boundary wall), the prevailing and new Air Quality Ordinance, and relevant noise criteria could be complied with;

- no environmental complaint has been received in relation to the Site in the past three years; and

- should the application be approved, approval conditions restricting the operation hours and requiring the submission of a contamination assessment plan, and a remediation action plan, if necessary, before commencement of construction of the proposed development to the satisfaction of the DEP are recommended.

4. <u>Drainage</u>

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- no objection to the application from public drainage viewpoint;

- should the application be approved, approval conditions should be included to request the applicant to submit and implement a drainage proposal for the Site to ensure that the development will not cause adverse drainage impact to the adjacent area; and

- the Site is in an area where public sewerage connection is available. A sewerage proposal should be submitted for approval if sewer connection to public sewerage is required.

5. <u>Fire Safety</u>

Comments of the Director of Fire Services (D of FS):

- no in-principle objection to the application.

6. <u>Building Matters</u>

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- no in-principle objection to the application.

7. <u>Other Departments</u>

The following departments have no objection to/no comment on the application:

- Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD);

- Chief Engineer/Construction of Water Supplies Department (CE/C, WSD);

- Commissioner of Police (C of P);

- Director of Electrical and Mechanical Services (DEMS); and
- Project Manager/North of Civil Engineering and Development Department (PM/N, CEDD).

Appendix IV of RNTPC Paper
No. A/NE-TKL/681B

Recommended Advisory Clauses

(a) to note the comments of the District Lands Officer/North, Lands Department on the followings:

(i) the lot is the subject of a Short Term Waiver (STW) No. 863. The STW is issued for the purpose of a factory for manufacturing concrete products on Lot 149, 151, 152, 153, 155, 157 and 158 all in D.D.77. The applicant is not the waiveree of the STW. Our recent site inspection detected irregularities at the STW area and her office reserves the rights to take enforcement action against the STW;

(ii) the actual occupation boundary is larger than the Site. Portion of area covered by Short Term Tenancy No. 604 (STT) as well as government land adjoining the Site. The applicant is not the tenant of the STT;

(iii) the existing structures on Lot 159 RP in D.D. 77, the STT area and government land adjoining the Site are erected without prior approval from her office. Her office reserves the right to take land control action against the structures on the said private lot, enforcement action against the STT and land control action against the irregularities on government land as appropriate; and

(iv) it is noted that one of the proposed structures would be built for toilet use. The applicant should note that any proposed toilet facility should meet the current health requirements;

(v) with regard to the proposed road widening works along Ping Yuen Road and a local access road in the revised TIA, the proposed works falls on government land as well as Lots 158 RP and 159 RP both in D.D. 77, and part of the works overlap with the road widening works to be carried out by DO/N. The applicant should make his own arrangement to obtain consent from relevant parties for the proposed road widening works; and

(vi) if the planning application is approved, the owners of the lot and the lots covered by the STW shall apply to her office for cancel-and-reissue of the existing STW to cover all actual occupation area and to regularise the structures erected/to be erected on Site. The related road widening works on government land would be considered when processing the STW as appropriate. The application for STW will be considered by Government in its landlord's capacity and there is no guarantee that they will be approved. If the STW is approved, the commencement date would be backdated to the first date of occupation and they will be subject to such terms and conditions to be imposed including payment of waiver fee/rent and administrative fees as considered appropriate by her office;

(b) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department that the Site is in an area where public sewerage connection is available;

(c) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (BD) on the following:

(i) if the existing structures are erected on lease land without approval of the BD (not being a New Territories Exempted House), they are unauthorized under the Buildings Ordinance (BO) and should not designated for any approved use under the application;

(ii) before any new building works (including containers/open sheds as temporary buildings) are to be carried out on the Site, the prior approval and consent of the Building Authority (BA) should be obtained unless they are exempted building works or commenced under the simplified requirement under the Minor Works Control Systems. Otherwise they are unauthorized buildings works (UBW). An Authorized Person (AP) should be appointed as the coordinator for the proposed building works in accordance with the BO;

(iii) the construction of concrete batching plant shall comply with the requirements in Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP)APP-120;

(iv) for UBW erected on leased land, enforcement action may be taken by BA to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;

(v) if the proposed use under application is subject to the issue of a licence, please be reminded that any existing structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority;

(i) any temporary shelters for concrete batching plant or other uses are considered as temporary buildings, they are subject to control under the Building (Planning) Regulations (B(P)R) Pt. VII;

(vi) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)Rs) respectively;

(vii) if the Site does not abut a specified street of not less than 4.5m wide, its permitted development intensity shall be determined under Regulation 19(3) of the B(P)Rs at the building plan submission stage;

(viii) building of excessive high headroom (e.g. 13m) should be doubled counted in GFA unless exempted; and

(ix) formal submission under the BO is required for any proposed new works, including any temporary structures and site formation and drainage works. Detailed comments under BO will be formulated at the formal building plan submission stage;

(d) to note the comments of the Director of Fire Services on the following:

(i) in consideration of the design/nature of the proposal, FSIs are anticipated to be required. Therefore, the applicant is advised to submit relevant layout plans incorporated with the

proposed FSIs to his department for approval. In addition, the applicant should also be advised on the following points:

(ii) the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy; and

(iii) the location of where the proposed FSI to be installed should be clearly marked on the layout plans; and

(iv) the applicant is reminded that if the proposed structure(s) is required to comply with the Buildings Ordinance (BO) (Cap. 123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans;

(e) to note the comments of the Commissioner for Transport that the vehicular access from Ping Yuen Road to the Site is not managed by her office. The applicant should seek comments from the responsible parties;

(f) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department that the Ping Yuen Road and the unnamed access road leading to the Site are not maintained by HyD. It is prudent to check with the maintenance party concerned to ascertain whether these roads can sustain the heavy traffic load from the CBP operation;

(g) to note the following comments of the Director of Environmental Protection:

(i) the applicant should note the environmental mitigation measures as set out in the "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" in order to minimize any possible environmental nuisances. It is also understood that the plant under this planning application is subject to the control of the Air Pollution Control Ordinance (APCO) "Specified Process" (SP) licence. Operation of the plant shall strictly follow the SP licence and the best practicable means requirements under the APCO to control and prevent air pollution arising from the operation of the plant; and

(ii) it is the obligation of the applicant to meet the statutory requirements under all environmental protection / pollution control ordinances; and

(h) to note comments of Director of Electrical and Mechanical Services that in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the Site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the “Code of Practice on Working near Electricity Supply Lines” established under the Regulation when carrying out works in the vicinity of the electricity supply lines.

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/NE-TKL/681

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

「提意見人」姓名/名稱 Name of person/company making this comment 侯志強

簽署 Signature _____ 日期 Date 27 JUL 2021

FL Seq 1

5-81

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 ：2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
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By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**
A/NE-TKL/681 Received on 08/11/2021

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

「提意見人」姓名/名稱 Name of person/company making this comment 侯志强

簽署 Signature _____ 日期 Date 2021.11.22

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/NE-TKL/681 Received on 12/04/2022

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

「提意見人」姓名/名稱 Name of person/company making this comment 侯志豪

簽署 Signature _____ 日期 Date 2022.5.7

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210727-172021-05435
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	27/07/2021 17:20:21
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Jimmy Choi

意見詳情
Details of the Comment :

反對有關申請，重型車輛對區內造成危險！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210727-172400-73392
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	27/07/2021 17:24:00
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Karl Hung

意見詳情
Details of the Comment :

反對混凝土配料廠申請，重型車輛經常排隊於廠房附近！！！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210728-093417-57988
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	28/07/2021 09:34:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. CY Chan

意見詳情
Details of the Comment :

混凝土廠房附近都是綠化地帶, 混凝土工種會影響附近一帶生態環境, 申請人如何確保運作不會影響周邊環境? 有沒有任何綠化計劃？

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210728-103440-28234
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	28/07/2021 10:34:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong Kin Fai

意見詳情
Details of the Comment :

反對石矢廠的申請, 石矢廠出入口附近大部分都是單程路, 對頭車出入造成危險.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210728-120043-21516
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	28/07/2021 12:00:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr. YIP SK

意見詳情
Details of the Comment :

Logistic Overload Concern

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210728-120752-81734
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	28/07/2021 12:07:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Ms. Tseng

意見詳情
Details of the Comment :

Air Pollution Concern

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210728-121556-84831
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	28/07/2021 12:15:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Yeung B

意見詳情
Details of the Comment :

Heavy Truck Parking Space Concern

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210728-121655-98068
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	28/07/2021 12:16:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. LU D

意見詳情
Details of the Comment :

Logistic Concern

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210728-121738-11396
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	28/07/2021 12:17:38
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Choi D

意見詳情
Details of the Comment :

Noise Concern

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210728-165123-44840
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	28/07/2021 16:51:23
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Louis Wong

意見詳情
Details of the Comment :

反對混凝土配料廠申請, 重型車經常泊在附近小路, 行使車輛經常使路旁樹木折斷, 影響生態!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210728-171147-94562
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	28/07/2021 17:11:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Kennedy Lau

意見詳情
Details of the Comment :

If this is a zoning that requires planning permission for a concrete batching plant, then why can TPB allow the existing one to continue to operate without a valid planning permission?

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210728-172850-54893
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	28/07/2021 17:28:50
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chung Chi Chun

意見詳情
Details of the Comment :

反對有關申請！ 場內是否有足夠車位容納所有石屎車及其他物料車?

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210729-094322-96955
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	29/07/2021 09:43:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Michelle Yang

意見詳情
Details of the Comment :

强烈反对混凝土配料厂的申请，有关营运对附近所有人及行业造成滋扰，是否大财团所做的就可罔顾公众利益?

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210729-095104-85749
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	29/07/2021 09:51:04
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Flora Kwan

意見詳情
Details of the Comment :

現正運作的石屎廠經常於夜間7點後運作, 晚間還會見到有石屎車出入, 請問如何確保營運者不會非法運作?

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210729-143424-69922
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	29/07/2021 14:34:24
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lau Kwok Chiu

意見詳情
Details of the Comment :

申請人如何減少重型車輛數目以減低對周遭影響? 有關運作實在是滋擾！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210729-144046-70262
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	29/07/2021 14:40:46
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. MC Chow

意見詳情
Details of the Comment :

由坪原路轉入混凝土配料廠的石屎路段已被該廠的重型車輛造成破裂，使其他道路使用者極之不方便， 對行人亦會造成危險！此類工種根本不適宜在此處營運！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210729-144719-63519
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	29/07/2021 14:47:19
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 李浩輝

意見詳情
Details of the Comment :

反對混凝土廠在此地方運作，影響交通，環境！

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	210730-140945-90245
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	30/07/2021 14:09:45
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. David Yuen

意見詳情
Details of the Comment :

Objection to the proposed CBP use due to traffic and environmental concerns. There is not enough marshalling area/ parking spaces for the heavy vehicles at the vicinity.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210730-141501-03485
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	30/07/2021 14:15:01
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 林宇

意見詳情
Details of the Comment :

坪輋居民堅決反對水泥石屎廠！

5-21

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210730-142511-30916
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	30/07/2021 14:25:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Fung Ye Wah

意見詳情
Details of the Comment :

附近一帶居民並其他行業已飽受石屎廠滋擾多年，石屎廠塵土飛揚，交通繁忙，石料車，石屎車，運泥車，各類重型車輛接連不斷, 使道路破爛, 行人與大車爭路引至危險!

5-22

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210730-144355-35844
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	30/07/2021 14:43:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tommy Kwong

意見詳情
Details of the Comment :

石屎廠的車經常漏石屎, 無眼睇! 可以點投訴?

5-23

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210802-094742-28138
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	02/08/2021 09:47:42
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Felix Wong

意見詳情
Details of the Comment :

本人反對有關申請, 現正運作的石屎廠已導致周圍環境污煙瘴氣, 大型車輛使其他道路使用者險象環生!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210802-100334-30809
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	02/08/2021 10:03:34
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Mary Tse

意見詳情
Details of the Comment :

坪原路單線雙程行車已經麻煩加危險, 再加上田螺車,泥頭車,石料車,英泥長車於廠房出出入入, 造成嚴重交通負荷! 政府根本就不應該批准混凝土廠於此區運作!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210803-094733-10545
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	03/08/2021 09:47:33
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lawrence Wu

意見詳情
Details of the Comment :

將會有很多大型工程於新界東北及西北區域, 以至到東涌, 屯門, 元朗, 九龍區, 甚至人工島. 如果廠房要供應相對長途的工程所需的車數亦會相對提高, 運輸署如何確保申請人不會提供混凝土至較遠地盤?現時已很多大型車輛於該地段行走，極度影響交通！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210803-170449-31982
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	03/08/2021 17:04:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Jennifer Chong

意見詳情
Details of the Comment :

請問為何申請人現在才需要規劃申請? 此石屎廠已早於２０１８年已經開始投入生產。為何那時又不需規劃申請？那麼既然原來是要規劃申請才可運作，那麼現在營運中的石屎廠理應停工直至規劃申請得到批准，不然會引發很多公司會先營運後申請的不良局面。

5-27

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	210804-172247-76086
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	04/08/2021 17:22:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Liu Tin Ming

意見詳情
Details of the Comment :

反對混凝土配料廠改頭換面又繼續營運! 影響交通, 行人, 居民, 環境, 生態!

5-28

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210805-170227-80907
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	05/08/2021 17:02:27
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Cathy Wong

意見詳情
Details of the Comment :

Objection to the proposed concrete batching plant operation. Terrible traffic condition is the maj or concern at Ping Yuen Road and all the roads nearby the vicinity.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210811-163949-64032
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	11/08/2021 16:39:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chris Liu

意見詳情
Details of the Comment :

反對臨時混凝土配料廠繼續於此處運作! 造成交通問題, 破壞環境!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210811-164143-83247
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	11/08/2021 16:41:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ivan Leung

意見詳情
Details of the Comment :

反對!反對!反對!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-144947-30660
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 14:49:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Danny Yeung

意見詳情
Details of the Comment :

敬啟者：

工業和環境並不是二元對立的關係，以今天的技術，既可以營運工業，又可以保護環境，外國都不是這樣做的嗎?
本人支持混凝土廠的申請A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-145459-22067
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 14:54:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Sandy Wong

意見詳情
Details of the Comment :

敬啟者：

混凝土是建築的基本材料，香港以外的地方都會使用，只要符合標準則可，本人支持混凝土廠申請 (A/NE-TKL/639)！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-145724-43312
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 14:57:24
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tom Lai

意見詳情
Details of the Comment :

致城規會委員：

本人支持混凝土廠申請A/NE-TKL/681，支持發展實業，減少炒買。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-145939-92435
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 14:59:39
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Alex Wong

意見詳情
Details of the Comment :

敬啟者：

混凝土是有時限性的產品，出廠後大概兩小時左右便要使用，在北區設有混凝土廠可以滿足目前附近地區的工程需要，減少長途運送對道路的負荷。
本人支持混凝土廠的申請A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-151724-81935
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:17:24
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Blenda Lam

意見詳情
Details of the Comment :

敬啟者：

香港經濟以往太過依賴服務業，在現時環境之下，可謂是打擊慘重。工業能制造很多工作機會，又可以保障基層就業，看不到有反對的理由，支持混凝土廠的申請A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-151900-03070
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:19:00
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Daisy Sin

意見詳情
Details of the Comment :

致城規會委員：

嘉華是香港名牌，亦是香港老牌，他們的出品一向優質，我支持這混凝土廠的申請A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-152532-17042
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:25:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Elaine Ho

意見詳情
Details of the Comment :

敬啟者：

北區應該要發展實業，讓本區居民可以在本區就業，免卻通勤之苦，本人支持混凝土廠的申請(A/NE-TKL/681)。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-152647-73477
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:26:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Fiona

意見詳情
Details of the Comment :

城規會執事先生：

本人就支持這些做實事、修橋補路的企業，請批准混凝土廠的申請A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-152825-18697
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:28:25
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Gimy Lau

意見詳情
Details of the Comment :

城規大人：

成日話香港有土地問題，有人冇屋住，咁小弟想問如果冇混凝土點樣起樓? 只要廠方做好環保措施，合乎標準，有乜問題? 我就支持呢項申請 (A/NE-TKL/681)。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-152941-23471
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:29:41
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Heidy

意見詳情
Details of the Comment :

敬啟者：

凡符合環保條例的工廠都應該支持，本人支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-153109-68232
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:31:09
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Janice

意見詳情
Details of the Comment :

敬啟者：

老牌建材商營運的重工業，可謂碩果僅存，相信他們會營運有道，符合環保條例，本人支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-153222-88651
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:32:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Kennise Wong

意見詳情
Details of the Comment :

敬啟者：

香港不多地方可以建廠做混凝土，難得現時有地利，可以配合新界東北發展計劃，實在想不到反對的理由，本人支持A/NE-TKL/681的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-153339-75935
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:33:39
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Linda Lau

意見詳情
Details of the Comment :

致城規會委員：

經濟低迷之下，希望看到有更多人就業，支持這項申請：A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-153448-99745
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:34:48
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Nancy Wong

意見詳情
Details of the Comment :

致城規會各委員：

毫無懸念，混凝土必須要在本地生產，申請中的廠房位置理想，設備完善，本人支持A/NE-TKL/681的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-153558-19112
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:35:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Pinky

意見詳情
Details of the Comment :

敬啟者：

香港僅餘的工業買少見少，少一間就是少一間，既然有人願意繼續做，值得支持。我支持A/NE-TKL/681的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-153655-43529
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:36:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong

意見詳情
Details of the Comment :

城規會各位：

多一間混凝土廠一定係好事，正所謂有競爭才有進步，大家都想看到混凝土的質素越做越好。支持這項申請A/NE-TKL/681！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-153805-96936
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:38:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Tiffany Chan

意見詳情
Details of the Comment :

敬啟者：

混凝土對香港的樓宇及基建工程非常重要，持續而穩定的混凝土供應是必須的，廠房數量增加會提昇供應的穩定性，本人支持A/NE-TKL/681之申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-153917-70778
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:39:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Oliver

意見詳情
Details of the Comment :

致城規會：

本港的基建工程均廣泛使用混凝土，如果混凝土的供應不夠穩定，將會拖延/延誤工程進度，最後又要納稅人買單，所以本人支持混凝土廠的申請(A/NE-TKL/681)，增加供應的穩定性。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-154026-02208
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:40:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Sindy Lam

意見詳情
Details of the Comment :

敬啟者：

混凝土有時限性，混合後會在短時間內凝固，所以混凝土廠所處的位置亦需考慮地域，A/NE-TKL/681申請處於北區，對將來新界的發展計劃有很大幫助，所以應該支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-154151-43110
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:41:51
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Amanda Yeun

意見詳情
Details of the Comment :

致城規會委員：

混凝土廠與工地的距離不可以太遠，不然會影響到混凝土成品的質量。有見於此，A/NE-TKL/681申請與政府的東北發展計劃簡直是天作之合，既可以有穩定的混凝土供應，又可以在短時間內運到，實在應該支持這申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-154304-90727
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:43:04
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Yam

意見詳情
Details of the Comment :

城規會大人們：

香港交通擠塞是人所共知的問題，大小幹道隨時都會塞車。而混凝土喺出廠之後兩個鐘之內就要用，不然會廢咗武功。試想像下，如果喺北區起樓，要老遠運入嚟，係咪費時失事，增加廢武功風險先? 咁點解唔喺北區起間混凝土廠呢? 我就支持今次起廠啦 (申請編號：A/NE-TKL/681)。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-154412-85797
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:44:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chi

意見詳情
Details of the Comment :

致城規會成員：

本人支持A/NE-TKL/681的申請，而家經濟環境咁差，難得有人做廠，可以養活更多勞工家庭！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-154520-17121
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:45:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Mary

意見詳情
Details of the Comment :

致城規會執事們：

A/NE-TKL/681的混凝土廠可以為鄰近的新發展區提供混凝土，實在想不到為什麼要反對? 難道要由內地輸入? 不可能吧? 支持申請！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-154636-10102
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:46:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. SZETO

意見詳情
Details of the Comment :

敬啟者

支持混凝土廠申請A/NE-TKL/681！對香港製造的混凝土，無論是品質，生產過程以及員工質素都充滿信心！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-154738-60138
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:47:38
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Suki

意見詳情
Details of the Comment :

敬啟者：

本人支持混凝土廠的申請(A/NE-TKL/681)，把香港的重工業再發揚光大。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-154840-70897
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:48:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Man

意見詳情
Details of the Comment :

敬啟者

這地原來就是混凝土廠，現時的申請使廠方有機會提升廠房規格，把環保和生產都一同升格，這是好事。本人支持申請A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-154943-56120
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:49:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. To

意見詳情
Details of the Comment :

致城規會委員：

又要起基建，又要起樓，少啲石屎都搞唔掂，支持申請A/NE-TKL/681！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-155057-47022
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:50:57
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Abby

意見詳情
Details of the Comment :

致城規會委員：

為基層工作人士開創就業機會！支持混凝土廠的申請A/NE-TKL/681！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-155255-31993
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:52:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wu

意見詳情
Details of the Comment :

敬啟者：

支持本土工業繼續發光發熱，本人支持A/NE-TKL/681的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-155406-08392
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:54:06
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Cinda

意見詳情
Details of the Comment :

敬啟者：

嘉華作風一向親民，遇到問題會與居民一同解決，不會拒諸門外，支持坪輋混凝土廠的申請(A/NE-TKL/681)。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-155524-51627
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:55:24
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong

意見詳情
Details of the Comment :

敬啟者：

今時今日，肯做實事的企業已經不應該反對，何況是廣泛用作起樓的混凝土? 香港人不分化，支持混凝土廠的申請(A/NE-TKL/681)！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-155654-85924
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:56:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Alan Ng

意見詳情
Details of the Comment :

致城規會委員：

身為香港人，當然要支持本土工業！混凝土對未來基建工程發展又如此重要，支持申請(A/NE-TKL/681)。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-155924-00382
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 15:59:24
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Wong

意見詳情
Details of the Comment :

敬啟者：

混凝土是重要的建造材料，在運作上有需要在工地附近設廠，支援各區的建造工程，A/NE-TKL/681的申請處於北區，對將來在該區附近的工程甚有幫助，值得支持！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-170103-50314
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:01:03
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Danny Tang

意見詳情
Details of the Comment :

致城規會執事代表：

有廠開就有工開，經濟前景如何，大家心中有數，這樣困難都有廠願意開，一定要支持！
支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-170217-07446
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:02:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Yu Mei Lai

意見詳情
Details of the Comment :

致城規會執事先生：

支持A/NE-TKL/681項目，多一間混凝土廠，業界就多一個選擇，而無論是價錢或者是品質有競爭才有進步。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-170510-96725
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:05:10
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Lau

意見詳情
Details of the Comment :

致城規會委員：

香港的樓宇及基建工程需要廣泛使用混凝土，多一間是有需要亦是好的決定，支持申請A/NE-TKL/681！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-170622-36925
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:06:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Eric Wong

意見詳情
Details of the Comment :

敬啟者：

營運商是「香港品牌，值得信賴」，支持申請(A/NE-TKL/681)項目！發揚香港精神！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-170720-48317
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:07:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mok

意見詳情
Details of the Comment :

敬啟者：

如果混凝土廠各項環境數據都合乎標準，那麼會有不支持的理由嗎？
我支持A/NE-TKL/681項目。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-170837-54713
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:08:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Haily Chan

意見詳情
Details of the Comment :

致城規會眾委員：

就憑營運者是良心企業，對社區有貢獻，就應該支持。
本人支持A/NE-TKL/681 項目。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-170948-10118
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:09:48
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mic Cheung

意見詳情
Details of the Comment :

致城規會成員：

外圍經濟低迷，香港金融滿受制肘。幸慶香港仍有金融以外的產業，我支持A/NE-TKL/681的申請！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-171117-57135
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:11:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ricky Ng

意見詳情
Details of the Comment :

敬啟者：

由工業2.0說到工業4.0，香港仍然停留在「講」的階段。難得有實力者仍然投放資源開廠，實在找不到反對的理由，支持申請A/NE-TKL/681！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-171216-16493
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:12:16
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Amanda Lau

意見詳情
Details of the Comment :

敬啟者：

「安得廣廈千萬間 大庇天下寒士俱歡顏」杜甫《茅屋為秋風所破歌》

杜甫道出「居所」的重要性。今天居住問題仍煩擾住很多香港人，有穩定的建材供應絕對有助興建房屋，我支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-171314-83759
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:13:14
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Yeung Lai

意見詳情
Details of the Comment :

敬啟者：

這廠地理位置合適，附近都是一些工場，沒有太多人居住，只要有環保設施和持續監察，建混凝土廠的問題不大。我支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-171413-20535
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:14:13
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Amy Choi

意見詳情
Details of the Comment :

敬啟者：

支持混凝土廠的申請！為香港保留工業，提昇技術，繼續打造香港品牌。我支持A/NE-TKL/681項目的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-171710-27715
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:17:10
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Rita Kwong

意見詳情
Details of the Comment :

致城規會：

香港人齊上齊落，有乜理由唔支持香港出品？撐本土混凝土！本人支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-171811-76621
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:18:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Siu Ying Mui

意見詳情
Details of the Comment :

敬啟者：

開一間廠養活幾多人你知道嗎？養活幾多家庭你知道嗎？開不成廠，失去的就業機會是不是政府包？我支持混凝土廠的申請A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-171909-90463
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:19:09
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Noel Lee

意見詳情
Details of the Comment :

敬啟者：

請大家顧念香港基層市民已經很慘，實在不應叫任何廠倒閉，請批准申請A/NE-TKL/681，謝謝.....

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210812-172014-10662
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	12/08/2021 17:20:14
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Brian Yiu

意見詳情
Details of the Comment :

敬啟者：

新界東的發展緩慢，不是說好了會發展的嗎？如此便要有建材作支援，所以應該支持坪輋混凝土廠的申請 (A/NE-TKL/681)。本人支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210813-155040-05317
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	13/08/2021 15:50:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lee Kwok Kuen

意見詳情
Details of the Comment :

混凝土配料廠大型車輛出入繁忙,行人經常要行在馬路上,經常有大型車輛出入會對行人造成危險!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	210813-155855-67264
提交限期 **Deadline for submission:**	13/08/2021
提交日期及時間 **Date and time of submission:**	13/08/2021 15:58:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Yue Hoi Lee

意見詳情
Details of the Comment :

This concrete batching plant application should not be approved as this induced traffic issue and environmental issue to the vicinity.

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☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

強烈反對，臨時混凝土配料廠，編號 A/NE-TKL/681
25/11/2021 13:55

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
FileRef:

你好：

A/NE-TKL/681
Lot153 DD77

強烈投訴投反對該地點如做了混凝土配料廠會發出強大的噪音及沙塵污染環境及垃圾污染，及影響風水嘅問題！

匿名人強烈反對，請貴處不要批准！

祝工作順利

tpbpd@pland.gov.hk

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寄件者: [redacted]
寄件日期: 2021年11月28日星期日 22:45
收件者: tpbpd@pland.gov.hk
主旨: 強烈反對A/NE-TKL/681, Lot153 DD77

你好：

強烈反對 A/NE-TKL/681

Lot153 DD77

該地點如做了混凝土配料廠會沙塵污及垃圾污染，及影響風水！

強烈反對，請貴處不要批准！

祝 不批准順利

F2 Seq 1 5-84

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

超級投訴及反對
01/12/2021 14:28

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
FileRef:

你好：
A/NE-TKL/681
Lot153 DD77
超級投訴投反對該地點如做混凝土配料廠。
影響範圍講不盡，例如
噪音
沙塵污染環境
垃圾污染
影響交通擠塞
影響人民等車時間
祝工作順利

FI Seq 1

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	211206-105321-46600
提交限期 **Deadline for submission:**	07/12/2021
提交日期及時間 **Date and time of submission:**	06/12/2021 10:53:21
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Joe Lam

意見詳情
Details of the Comment :

反對! 運輸署有責任把關確保大型車輛出入不會影響交通!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220510-143925-51993
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 14:39:25
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ricky Wong Cheng

意見詳情
Details of the Comment :

運輸署如何規管水泥廠啲車唔會排出街?

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220510-144048-19043
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 14:40:48
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lee Kwok Kuen

意見詳情
Details of the Comment :

香園圍公路已通車, 車輛會由坪原路經坪洋交匯處, 運輸署請確保申請人提交的交通影響評估全部路段都有足夠負荷能力不會導致塞車.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220510-144203-51397
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 14:42:03
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong Kin Fai

意見詳情
Details of the Comment :

運輸署如何確保水泥廠的車輛只會用坪輋路及沙頭角公路出入?

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220510-144553-32905
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 14:45:53
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Felix Tse

意見詳情
Details of the Comment :

The Applicant has failed to provide an operational traffic management plan which should include details of vehicle access control arrangement, security management, queuing arrangement and monitoring measures.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220510-144818-67001
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 14:48:18
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Jessica Koo

意見詳情
Details of the Comment :

廠房員工及混凝土司機大多數都是自己開私家車返工, 他們經常違例泊車於附近的公家路段！使行人要行出馬路！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220510-144854-11751
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 14:48:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. 黃太

意見詳情
Details of the Comment :

坪原路全長大約2公里長都係單線雙程路， 運輸署有冇睇清楚石屎廠的車輛會造成交通危險？！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220510-144937-36863
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 14:49:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Louis Leung

意見詳情
Details of the Comment :

The Applicant has failed to provide an emergency plan for the case when all loading / unloading and waiting spaces are fully occupied.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220510-145103-34604
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 14:51:03
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Caroline Lee

意見詳情
Details of the Comment :

There are no waiting spaces for ice trucks, waste disposal trucks and testing vans. In view of the frequent delivery of raw materials and insufficient waiting spaces, the raw material delivery trucks would most likely queue along the public road.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220510-145241-42859
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 14:52:41
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Steven Cheng

意見詳情
Details of the Comment :

石屎廠將加劇區內污染！重型車大型車輛使其他道路使用者險象環生!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220510-145331-14908
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 14:53:31
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. MC Kei

意見詳情
Details of the Comment :

運輸署如何確保水泥廠的車輛只會用坪輋路及沙頭角公路出入?

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220510-161712-01943
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 16:17:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Calvin Chu Chi Shing

意見詳情
Details of the Comment :

申請人話會降低出貨率由原先120m3/hr 至100m3/hr. 請問城規點規管?

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220510-161754-09173
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 16:17:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Louis Man

意見詳情
Details of the Comment :

There are no waiting spaces for ice trucks, waste disposal trucks and testing vans. In view of the frequent delivery of raw materials and insufficient waiting spaces, the raw material delivery trucks would most likely queue along the public road.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 Reference Number:	220510-161850-13543
提交限期 Deadline for submission:	17/05/2022
提交日期及時間 Date and time of submission:	10/05/2022 16:18:50
有關的規劃申請編號 The application no. to which the comment relates:	A/NE-TKL/681
「提意見人」姓名/名稱 Name of person making this comment:	小姐 Miss Heidy Ng Wai Ling

意見詳情
Details of the Comment :

本人反對有關申請, 現正運作的石屎廠已導致周圍環境污煙瘴氣, 大型車輛使其他道路使用者險象環生!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220510-162016-33539
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 16:20:16
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss 古太

意見詳情
Details of the Comment :

反對! 運輸署有責任把關確保大型車輛出入不會影響交通! 行人經常要行在馬路上, 經常有大型車輛出入會對行人造成危險!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220511-124941-84132
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	11/05/2022 12:49:41
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Eric Fong

意見詳情
Details of the Comment :

混凝土配料廠大型車輛出入繁忙, 行人經常要行在馬路上, 經常有大型車輛出入會對行人造成危險!

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	220511-133854-14275
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	11/05/2022 13:38:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Jeff Lau King Wai

意見詳情
Details of the Comment :

Future traffic conditions are under-estimated by using just 1.12% annual growth factor. In view of the rapid pace of development in the north of New Territories, the use of growth factor method is too simplistic and both the method and the annual growth rate do not reliably reflect the future traffic condition.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220512-171715-92400
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	12/05/2022 17:17:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Danny Yeung

意見詳情
Details of the Comment :

致城規會委員：

深信政府在規管各類污染方面已經有嚴格規定，本人支持申請 (A/NE-TKL/681)。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220512-172004-09285
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	12/05/2022 17:20:04
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Sandy Wong

意見詳情
Details of the Comment :

敬啟者：

在香港開廠的成本很高呀，難得有人願意投資工業，希望各位尊貴的城規會成員和官員們都支持。香港沒有實業，令人感到不踏實。本人支持A/NE-TKL/681的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220512-172137-92375
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	12/05/2022 17:21:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tom Lai

意見詳情
Details of the Comment :

城規會委員：

香港需要發展金融和服務業以外的行業，平衡收入和就業，給低技術勞工有就業機會。只要這廠有合符水平的環保設施，加上政府部門監察，應該支持廠家的申請 (A/NE-TKL/681)。本人支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220512-172600-37863
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	12/05/2022 17:26:00
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Alex Wong

意見詳情
Details of the Comment :

敬啟者：

經濟前景好困難，政府公布的數字令人擔心，請各位支持有就業機會的項目。我支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220512-172809-48861
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	12/05/2022 17:28:09
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Blenda Lam

意見詳情
Details of the Comment :

給城規會各位：

廠房願意增加環保設備，應該給予人方便，支持申請，而家搵食艱難。我支持A/NE-TKL/681的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220512-173009-37358
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	12/05/2022 17:30:09
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Daisy Sin

意見詳情
Details of the Comment :

敬啟者：

香港已經花了一年時間沒有建設性生產，經濟差個個市民都見到，為了現在和將來，好應該支持實業發展。我支持A/NE-TKL/681項目。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220512-173141-42075
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	12/05/2022 17:31:41
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Elaine Ho

意見詳情
Details of the Comment :

致城規會成員：

A/NE-TKL/681申請的廠房在坪輋，遠離上水市中心，但也可以把石屎送到新發區域，是一個頗佳的位置。本人支持這項目的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220512-173329-88628
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	12/05/2022 17:33:29
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Fiona

意見詳情
Details of the Comment :

敬啟者：

政府做新界古洞北和粉嶺的發展計劃，無理由不批准配套工業吧？！本人支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220512-173449-65370
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	12/05/2022 17:34:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Gimy Lau

意見詳情
Details of the Comment :

致城規會：

請各位不要為業界“殺廠”，令市場缺乏競爭，價格高企。本人支持A/NE-TKL/681項目申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220512-173631-86635
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	12/05/2022 17:36:31
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Heidy Lai

意見詳情
Details of the Comment :

敬啟者：

如果香港真正有需要自己做混凝土，始終都要建廠以回應需求，難道可以唔起樓或唔舖路？本人支持A/NE-TKL/681項目申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220512-183552-26668
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	12/05/2022 18:35:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. ng ka kin

意見詳情
Details of the Comment :

有關混凝土公司現在本區存在多年，九記士多至混凝土廠房的一段小路，經常出現人車爭路，相關小路因重型貨車行過導致路面損毀，相關小路也未有合適的行人路，重型貨車與行人爭道場面經常看見，製造交通黑點，以混凝土的廠房在生產過程難免相關細小塵位，在附近一帶飄浮，現在於廠房附近的住宅及民居，好容易見到一陣白濛濛的灰塵鋪在一些當眼位置，以證明相關的混凝土公司在過去數年未有在灰塵控制上做好。以附近的坪輋路，只是一條雙程路，各有一條行車線，未必能應付混凝土公司發展後的運輸需要，基於以上原因本人不贊成運營城規會批出土地給予混凝土公司！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-105531-37651
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 10:55:31
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Janice

意見詳情
Details of the Comment :

敬啟者：

雖然重工業現不是香港經濟主要支柱，但卻養活不少勞工和家庭，也是職業選擇的一種，希望各位城規人員了解這點。本人支持A/NE-TKL/681項目。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-105758-91541
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 10:57:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Kennis Wong

意見詳情
Details of the Comment :

敬啟者：

支持新界東北盡快發展，支持本地工業，支持A/NE-TKL/681項目申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-110032-50767
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 11:00:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Linda

意見詳情
Details of the Comment :

致城規會委員：

政府應該改用石屎鋪路，好過用地磚，那麼便要着量加大本地生產。本人支持A/NE-TKL/681之申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-110220-85689
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 11:02:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Nancy Wong

意見詳情
Details of the Comment :

敬啟者：

工業在香港碩果僅存，建材是基建和社區發展必要的東西，想不到為什麼要排斥呢？我支持 (編號A/NE-TKL/681) 申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-110357-07236
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 11:03:57
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Pinky Lau

意見詳情
Details of the Comment :

致城規會成員：

A/NE-TKL/681所申請的廠房規模和設施可以接受，還望有關當局監察其運作。我支持這項申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-110636-19981
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 11:06:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong

意見詳情
Details of the Comment :

敬啟者：

香港現時的產業都是“無煙化”，對於低技術勞工而言，根本幫不上，尤其是在目前經濟環境不利的情況。所以，必須有一些事業 (如工業)，可以保住勞工的生計。我支持A/NE-TKL/681的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-110759-52069
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 11:07:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chan

意見詳情
Details of the Comment :

致城規會成員：

在坪輋的混凝土廠運作了多年，現在的管理人員處事風格很踏實，不時與居民溝通。而新廠有更好的設備和環境保護設施，理應支持 (編號：A/NE-TKL/681)。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-110931-90915
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 11:09:31
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Oliver Ng

意見詳情
Details of the Comment :

敬啟者：

金融和服務業本身就不是基層員工的世界，如果香港的工業越做越細、廠越做越少，叫基層人士如何搵食？希望城規會了解，香港都需要在經濟上有均衡發展，請給工業一個機會，等如答基層勞工機會。本人支持A/NE-TKL/681的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-111052-11696
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 11:10:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Sindy Lam

意見詳情
Details of the Comment :

敬啟者：

申請計劃A/NE-TKL/681中的廠房可以接受，在低密度地區的工業用地上發展，遠離市中心，能減少很多問題。本人支持這申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-111246-87544
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 11:12:46
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Amanda

意見詳情
Details of the Comment :

致城規會委員：

除非香港不再做基建或建房屋，否則都需要混凝土供應，關注的是廠房是否夠環保，是否會影響周邊環境生態和居民。A/NE-TKL/681申請是建一間比現在更多環保設施的廠房，這樣對周邊地方都有好處，本人支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-152322-28143
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 15:23:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Yam

意見詳情
Details of the Comment :

敬啟者：

坪輋混凝土廠在上址多年，現在加入更多環保設施，例如有蓋石料倉，減底沙塵，是改善措施，值得支持。本人支持申請A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-152446-40786
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 15:24:46
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chi

意見詳情
Details of the Comment :

致城規會委員：

小市民都希望香港各行各業重回正軌，支持企業保就業是現在要做的事。本人支持A/NE-TKL/681申請，保住香港重工業。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-152602-30610
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 15:26:02
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Mary

意見詳情
Details of the Comment :

敬啟者：

北區有不少空地、未開發的地方，如政府不將其發展，又不讓其他人發展，對經濟和房屋供應有何意義呢？

我支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-152733-30757
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 15:27:33
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Szeto

意見詳情
Details of the Comment :

各位城規會成員：

現在是“保就業”的時間，如果這廠可以加多職位就更好，我支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-152847-43867
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 15:28:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Suki

意見詳情
Details of the Comment :

敬啟者：

如果沒有企業來坪輋設廠，這裡的馬路、社區硬件設施等，根本沒有機會可以更新，所以我支持A/NE-TKL/681申請，因為可以帶動這區的發展，至少市容將可以稍為提升。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-153006-97035
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 15:30:06
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Man Fai

意見詳情
Details of the Comment :

敬啟者：

有關部門應確保業界有健康競爭環境，不要隨便“滅廠”，令用家和勞工都失預算。

本人支持項目A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-153119-76432
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 15:31:19
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. To

意見詳情
Details of the Comment :

敬啟者：

經濟不好，通常都依賴政府做基建，起碼支持着基層勞工的生活，混凝土是配套行業，總不可少。請各位都支持工業的發展，支持A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-153226-67302
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 15:32:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Yam

意見詳情
Details of the Comment :

敬啟者：

應該所有這種混凝土廠都提升硬件質素，這樣便可以持續做下去。我支持A/NE-TKL/681項目。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-153350-96576
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 15:33:50
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. WU

意見詳情
Details of the Comment :

敬啟者：

A/NE-TKL/681的申請相信對新界東北發展是重要的，它是提供建材配套的重要設施，應該予以支持。本人支持這申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220513-153457-62599
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	13/05/2022 15:34:57
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Cinda Yiu

意見詳情
Details of the Comment :

敬啟者：

我支持A/NE-TKL/681申請，這裡本身就是混凝土廠，並且今次申請是建新廠房並提升設施，想不到反對理由。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220516-092105-16850
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	16/05/2022 09:21:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong

意見詳情
Details of the Comment :

致城規會執委員：

A/NE-TKL/681的混凝土廠可以為鄰近的新發展區提供石屎，位置理想，也避開了繁忙的市區，應該予以支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220516-095753-37688
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	16/05/2022 09:57:53
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Alan Ng

意見詳情
Details of the Comment :

城規會委員們：

你好！本人就支持做實事的企業，請批准混凝土廠的申請A/NE-TKL/681項目。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220516-100932-38106
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	16/05/2022 10:09:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Wong

意見詳情
Details of the Comment :

敬啟者：

真係要撐企業，否則香港經濟死得，攪炒唔係好事，我支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220516-101840-27683
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	16/05/2022 10:18:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Louie Fung

意見詳情
Details of the Comment :

致城規會委員：

這個計劃(A/NE-TKL/681)的環保設施都整備，好過舊廠房，本人十分支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220516-102426-31826
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	16/05/2022 10:24:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tam Man Fung

意見詳情
Details of the Comment :

敬啟者：

香港不是沒有地，而是有地而不發展。請各位委員支持新界東北發展，同時支持香港的企業，工業可以養活很多基層勞工，香港總不是人人都是金融才俊兩腳不沾地氣吧！本人支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220516-103142-13920
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	16/05/2022 10:31:42
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Toby Tse

意見詳情
Details of the Comment :

城規會大員和政府官員：

混凝土是建屋、基建必須品，在合符營運標準的情況下，應該支持這些企業。本人支持坪輋混凝土廠的申請(A/NE-TKL/681)！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220516-103707-94528
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	16/05/2022 10:37:07
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chan Kin Wah

意見詳情
Details of the Comment :

敬啟者：

支持混凝土廠的申請(A/NE-TKL/681)，讓香港重工業再出發。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220516-104751-97534
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	16/05/2022 10:47:51
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Mandy Yiu

意見詳情
Details of the Comment :

致城規會委員：

有需要使用石屎自然要起廠生產，這間廠在上址已有一段時間，沒有必要使其搬到別處，然而又再申請，費時失事。我支持A/NE-TKL/681 項目。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-110302-36875
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 11:03:02
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Akakin Li

意見詳情
Details of the Comment :

Lack of full details of the land contamination assessment report.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-115906-32756
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 11:59:06
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr Lo

意見詳情
Details of the Comment :

敬啟者：

撐企業保就業，香港一間企業都不能少，特別是有實力的良心企業，支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-142823-13354
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 14:28:23
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lau Man Fai

意見詳情
Details of the Comment :

敬啟者：

這間在坪輋的廠房都是有地利的，可以為新界東邊地區提供建材，方便進行基建，這樣香港才不至於停下來，什麼都不做。我支持項目A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-142950-01149
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 14:29:50
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lau Pui

意見詳情
Details of the Comment :

敬啟者：

財政司司長都說現在經濟低迷，大家應該支持港企，保護打工階層飯碗。本人支持A/NE-TKL/681申請，也請各位委員支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-143235-80312
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 14:32:35
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Avene Poon

意見詳情
Details of the Comment :

致城規會委員：

混凝土對基建工程很重要，持續而穩定的供應是必須的，否則便會被抬價，本人支持A/NE-TKL/681之申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-143353-36599
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 14:33:53
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Cherry Fong

意見詳情
Details of the Comment :

各位城規會成員：

有競爭就有進步，如果大家想用好質素的混凝土，便要支持建廠。我支持這項申請A/NE-TKL/681！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-143511-10223
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 14:35:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Michelle Yau

意見詳情
Details of the Comment :

敬啟者：

這廠的計劃不錯，現代化、有環保設施，而且混凝土是工程的必須品，在乎當局的監察和有效控制。我支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-143642-42171
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 14:36:42
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Yueng Iron

意見詳情
Details of the Comment :

城規會委員們：

A/NE-TKL/681廠房正好配合蓮塘那邊的發展，好過在其他地方建廠，本人支持該項申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-144034-02177
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 14:40:34
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tang Wai Chiu

意見詳情
Details of the Comment :

致城規會委員：

目前坪輋廠的管理人，很認真聽社區的聲音，所以我覺得這個申請可以支持 (A/NE-TKL/681)。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-144151-66816
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 14:41:51
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Jimmy Yeung

意見詳情
Details of the Comment :

敬啟者：

希望政府多加投資在基建，這樣便可以保障基層勞工的就業機會，我支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-144323-89297
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 14:43:23
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lee Yan

意見詳情
Details of the Comment :

敬啟者：

如果混凝土是無可以避免地要在本地生產，那便應該選擇一間有信譽的公司，現時營運坪輋廠的嘉華很好，歷有悠久，也會與附近居民溝通。本人支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-144432-38407
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 14:44:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Mandy Miu

意見詳情
Details of the Comment :

敬啟者：

請政府立即加快新界建設，香港已經像一潭死水，再沒有新項目，恐怕難以捱下去。本人支持建廠項目A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-145958-54740
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 14:59:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss CC Chow

意見詳情
Details of the Comment :

反對有關申請, 現正運作的石屎廠已導致周圍環境污煙瘴氣, 大型車輛使其他道路使用者險象環生!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-150509-70439
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:05:09
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Leon

意見詳情
Details of the Comment :

敬啟者：

港企在這半年大受打擊，實在很難捱，打工仔也沒有盼望，希望政府投資多一點在基建，本人支持混凝土廠的申請A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-150641-78321
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:06:41
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Queenie Yau

意見詳情
Details of the Comment :

致城規會委員：

只要政府有效規管，發展重工業並不是問題，本人支持混凝土廠的申請A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-150756-57184
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:07:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Peter Ng

意見詳情
Details of the Comment :

敬啟者：

香港的路應多舖石屎大磚，排除有人輕易地在示威時挖磚作武器。石屎應在本地生產，支持這廠的計劃A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-150920-02712
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:09:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ko Wai Tin

意見詳情
Details of the Comment :

敬啟者：

現代化有環保設施的廠房十分重要，所以嘉華重建廠房是有利的，本人支持這項目A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-151358-31893
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:13:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chow Vincent

意見詳情
Details of the Comment :

敬啟者：

城市發展需要有建材製造的支持，現時此廠的選址很適合，也營運了多年，附近環境沒有什麼變化，所以應給予支持A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-151605-83823
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:16:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Marcus Lo

意見詳情
Details of the Comment :

給城規會成員：

石屎廠繼續在坪輋營運可以照顧新界東北發展的需要，沒有理由殺廠吧，本人支持A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-151722-55316
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:17:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Sandy Pang

意見詳情
Details of the Comment :

敬啟者：

本地不造石屎，香港拿什麼起樓？我反對進口石屎，支持本地製作，支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-151837-26001
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:18:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Peter Wong

意見詳情
Details of the Comment :

敬啟者：

工業通常都顧用較多勞工，希望各位能考慮經濟環境一環，支持A/NE-TKL/681的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-151944-25216
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:19:44
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. David Law

意見詳情
Details of the Comment :

致城規會成員：

路上的地磚很易被人挖出，政府應考慮使用大塊的石屎磚鋪路，所以應考慮增加本地生產混凝土。本人支持A/NE-TKL/681申請個案。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-152052-24818
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:20:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wilson

意見詳情
Details of the Comment :

敬啟者：

新廠房總比舊廠房為佳，環保設施較齊全，故此，本人支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-152221-30485
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:22:21
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Marry Lee

意見詳情
Details of the Comment :

敬啟者：

我認為這個企業是值得支持的公司，因為廠房管理人員有回應社區的意見，願意商量，我支持A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-152343-88699
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:23:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Nelson Lee

意見詳情
Details of the Comment :

致城規會委員：

香港企業養起香港人和其家庭，各方面都該給予支持，真的不想看到全民申請綜緩！我支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-152519-17591
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:25:19
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Alex Wong

意見詳情
Details of the Comment :

致城規會委員：

難得有港產建築材料廠，我支持A/NE-TKL/681。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-152628-07547
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:26:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Alex Ng

意見詳情
Details of the Comment :

敬啟者：

新界發展需要有足夠建材供應，所以本人支持A/NE-TKL/681混凝土廠的申請！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-152750-39628
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:27:50
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chu Yiu Wah

意見詳情
Details of the Comment :

城規會執事先生：

本人支持A/NE-TKL/681的申請。
該申請涉及提升混凝土廠房的設施，對環保有利。

就規劃申請/覆審提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-154045-72506
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:40:45
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Zaku Kwong

意見詳情
Details of the Comment :

敬啟者：

嘉華一直與區內人士保持溝通，是我們的好鄰居，我支持A/NE-TKL/681的申請，感謝！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-154210-11113
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:42:10
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr Siu

意見詳情
Details of the Comment :

執事先生：

混凝土在出廠以後兩小時便要使用，所以那裡有工程，那裡就應該有混凝土廠！本人支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-154325-28043
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:43:25
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Joe Yu

意見詳情
Details of the Comment :

敬啟者：

失業率又創新高，實在不希望再看到有人失業，支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-154426-65479
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:44:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chan

意見詳情
Details of the Comment :

致城規會委員：

撐A/NE-TKL/681申請、撐香港企業、撐香港重工業。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-154540-82375
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:45:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Season Au

意見詳情
Details of the Comment :

城規會執事先生：

自己混凝土自己造，支持A/NE-TKL/681申請，同時支持加速新界發展。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-154658-33547
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:46:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Cheung

意見詳情
Details of the Comment :

敬啟者：

混凝土絕對是內需性的產品，需要自給自足，並選擇良好的廠商和廠房，我支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-154826-04315
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:48:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Hanco Liu

意見詳情
Details of the Comment :

敬啟者：
支持A/NE-TKL/681的申請，這廠商願意投放資源提升設施，是良好社會企業公民的榜樣。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-154955-10700
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:49:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr Lok

意見詳情
Details of the Comment :

敬啟者

香港經濟增長處於歷史低位，失業高企，必須支持企業營運。
本人支持混凝土廠的申請（A/NE-TKL/681）。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-155113-56681
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:51:13
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Miss FU

意見詳情
Details of the Comment :

敬啟者：

當前急務是救經濟，人人有工開，大家勿攪炒。本人支持(A/NE-TKL/681)申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-155221-34693
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:52:21
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ho

意見詳情
Details of the Comment :

致委員：

新界東發展需要加快並且做好準備，支持A/NE-TKL/681申請的混凝土廠！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-155337-64594
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:53:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tom Chan

意見詳情
Details of the Comment :

致城規會委員：

現時這廠在運作當中，應該使廠房能重整並提升質素，我支持A/NE-TKL/681申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-155455-95389
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:54:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Mandy Fung

意見詳情
Details of the Comment :

致城規會各委員：

香港有需要自己生產混凝土，而且不能集中在同一個地方生產，令某一個區域負荷太重。現在坪輋有，照顧新界東北地區，當新界西要發展時便應在那邊建廠。本人A/NE-TKL/681的申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-155835-84321
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 15:58:35
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Thomas Wong

意見詳情
Details of the Comment :

敬啟者：

本人支持項目A/NE-TKL/681。
盼望當局體察民情，一方面考慮勞工就業，另一方面支持企業，不要扼殺商機。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-160000-72753
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 16:00:00
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mike

意見詳情
Details of the Comment :

敬啟者：

石屎出廠後約兩小時左右便要使用，在坪輋設混凝土廠可以滿足附近工程需求，做法合理。我支持混凝土廠的申請A/NE-TKL/681！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	220517-160057-10366
提交限期 **Deadline for submission:**	17/05/2022
提交日期及時間 **Date and time of submission:**	17/05/2022 16:00:57
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKL/681
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Jo Jo Tam

意見詳情
Details of the Comment :

致城規會委員：

我支持混凝土廠的申請A/NE-TKL/681，支持香港發展實業和工業，相信這對於年輕一代是重要的。

319

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強烈反對坪輋打鼓嶺興建混凝土配料廠
16/05/2022 14:15

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

1 attachment

投訴信.pdf

強烈反對

坪輋打鼓嶺興建混凝土配料廠

地點： 新界坪輋丈量約份第77約地段第153號

申請號碼:A/NE-TKL/681

改建地方用途興建混凝土廠, 沒有廣泛諮詢附近居民的意見, 更沒有交待將來混凝土所排出的廢料的處理，道路的安排等等事項。

區內市民一致側疑是否黑箱作業，官官相衛??

區內有大量農田, 混凝土配料廠排出的污水處理物會導致附近農業產品的質素，導致農作物有機會含毒, 導致食用者身體和農民生計受損。

本人質疑官方是否有考慮到區內市民的生活和混凝土配料廠對環境的影響…???

1. 農作物, 農民生計的影響：

混凝土廢水處理不妥善, 導致流入附近農田, 對農作物產生不良影響, 更對農民生計受到嚴重損失。

2. 環境空氣的影響：所產生出嚟的污物排放, 粉塵, 運輸的揚塵

- 筒倉粉塵, 過程中筒倉頂排出口會產生一定量的粉塵,

- 攪拌的粉塵, 攪拌機配料時會產生粉塵, 會導致空氣污染，整區的空氣質素受到影響, 居民的身體健康受到傷害。

3. 噪音污染：

攪拌站/攪拌車輛的噪音,運營車行駛的噪音,皮帶輸送機的噪音,車桶送水的噪音…等等都造成附近居民生活受到影響。

4. 道路的影響:

對於週邊的道路同區內生活環境有極大的影響和破壞力, 大量混凝土車破壞道路的建設，更導致區內交通擠塞。

希望政府重新考慮, 聆聽和照顧附近居民的生計和死活, 把混凝土廠建設在沒有農地農田, 杳無人煙的地方。

謝謝!

投訴人 : 林耀心
沐道農場代表
打鼓嶺坪洋新村

電話 : [redacted]

日期 : 16.5.2022

強烈反對

坪輋打鼓嶺興建混凝土配料廠

地點： 新界坪輋丈量約份第 77 約地段第 153 號

申請號碼:A/NE-TKL/681

改建地方用途興建混凝土廠, 沒有廣泛諮詢附近居民的意見, 更沒有交待將來混凝土所排出的廢料的處理 , 道路的安排等等事項。

區內市民一致側疑是否黑箱作業，官官相衛??

區內有大量農田, 混凝土配料廠排出的污水處理物會導致附近農業產品的質素，導致農作物有機會含毒, 導致食用者身體和農民生計受損。

本人質疑官方是否有考慮到區內市民的生活和混凝土配料廠對環境的影響…???

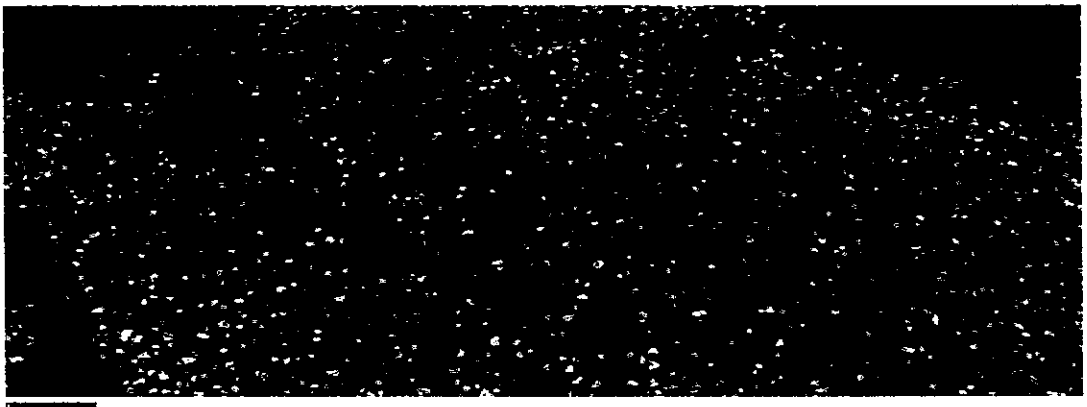
1. 農作物, 農民生計的影響 ：
   混凝土廢水處理不妥善, 導致流入附近農田, 對農作物產生不良影響, 更對農民生計受到嚴重損失。
2. 環境空氣的影響 ：所產生出嚟的污物排放, 粉塵, 運輸的揚塵
   - 筒倉粉塵, 過程中筒倉頂排出口會產生一定量的粉塵,
   - 攪拌的粉塵, 攪拌機配料時會產生粉塵, 會導致空氣污染，整區的空氣質素受到影響, 居民的身體健康受到傷害。
3. 噪音污染 ：
   攪拌站/攪拌車輛的噪音,運營車行駛的噪音,皮帶輸送機的噪音,車桶送水的噪音…等等都造成附近居民生活受到影響。
4. 道路的影響 ：
   對於週邊的道路同區內生活環境有極大的影響和破壞力, 大量混凝土車破壞道路的建設，更導致區內交通擠塞。

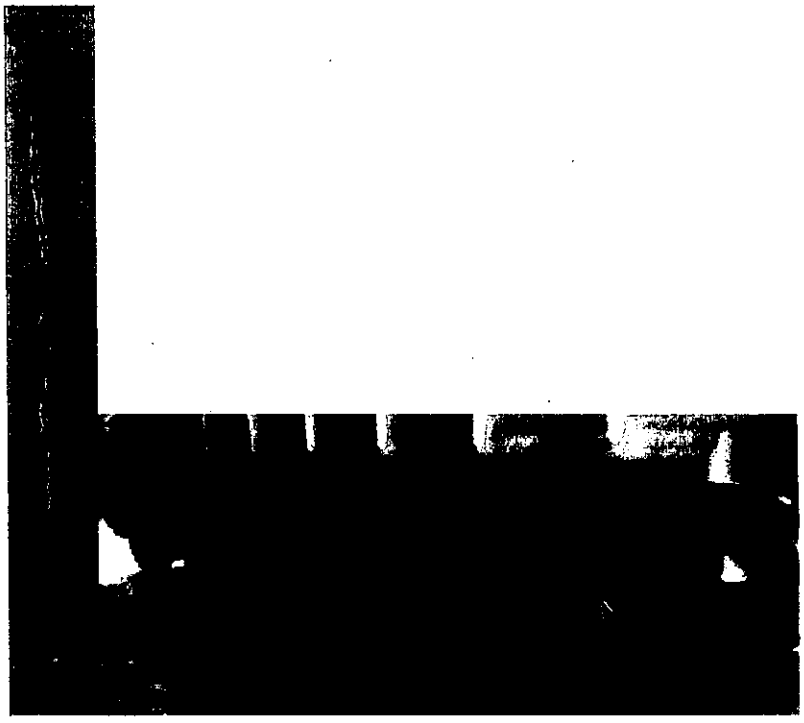
希望政府重新考慮, 聆聽和照顧附近居民的生計和死活, 把混凝土廠建設在沒有農地農田, 杳無人煙的地方。

謝謝!

投訴人 ：林耀心
沐道農場代表
打鼓嶺坪洋新村
電話 ：[redacted]
日期 ：16.5.2022

已開始破壞週邊的道路





320

tpbpd@pland.gov.hk

寄件者: [redacted]
寄件日期: 2022年04月30日星期六 13:36
收件者: tpbpd@pland.gov.hk
主旨: 強烈投訴投反對

你好：

A/NE-TKL/681
Lot 153 (Part) in D.D. 77, Ping Che, N.T.

強烈投訴投反對該地點如做了混凝土配料廠會發出強大的噪音及沙塵污染環境及垃圾污染，及影響風水嘅問題！

匿名人強烈反對，請貴處不要批准！

祝工作順利

320 附加

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&pu

強烈返對及投訴
30/04/2022 13:39

From: [redacted]
To: tellme@1823.gov.hk, tpbpd@pland.gov.hk
File Ref:

你好：

A/NE-TKL/681
Lot 153 (Part) in D.D. 77, Ping Che, N.T.

這個申請之前已申請，但現在又重申請，請問要相隔多久才可？
我是永久強烈反對
祝工作順利

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Fw: CASE#3-7199961501 New Complaint - 強烈反對混凝土配料廠

From:
To:
Cc: Carman Chui Ying CHEUNG/PLAND/HKSARG@PLAND, Yvonne Kwai Fong KWOK/PLAND/HKSARG@PLAND, Daniel Yiu Fai CHAN/PLAND/HKSARG@PLAND, stndpo@pland.gov.hk
File Ref:

A 1823 complaint on A/NE-TKL/681

The details are as follows:

你好：
A/NE-TKL/681
Lot 153 (Part) in D.D. 77, Ping Che, N.T.
強烈反對該地點如做了混凝土配料廠會發出強大的噪音及沙塵污染環境及垃圾污染，及影響風水嘅問題！

匿名人強烈反對，請貴處不要批准！

Complainant's email:

RECEIVED
16 MAY 2022
Town Planning Board

致: **城市規劃委員主席及委員**

我們 堅決反對嘉華混凝土有限公司（臨時混凝土配料廠之申請）此規劃將會令打鼓嶺區居民，民生及環境生態遭受到重大威脅 。

1）根據2022年4月26日，城市規劃委員會（以下簡稱城規會）曾展示新界坪輋丈量約份第77約地段第153號（部分）《臨時混凝土配料廠計劃大綱草圖編號S／NE－TKL／14》及申請編號A/NE-TKL/681，其上顯示有關的修訂項目。

2）坪源路為單線雙程行車，此道路路面狹窄是老弱婦孺步行進出主要道路，繁忙時段往往出現人車爭路險象環生情況，以往險釀發生多宗交通意外，重型車輛行駛更為危險，坪源路路段絕對不適合重型車輛行駛，居民多次向民政處反映可惜卻不得要領！

3）從嘉華混凝土有限公司啟業至今，該公司重型車輛使用坪源路進出瀕繁引致部分路段多次嚴重損毀凹陷，居民向有關部門反映可惜路政處沒有正視居民投訴，居民感覺投訴無門。
路政處處理修復路面工程方面一拖再拖進度相當緩慢。
居民期待已久的路面修復完成，可是旋即再被重型車輛瀕繁使用做成損毀，以上情況不斷重複發生，極度浪費公帑。

4）夏季雨水掩蓋損毀凹陷位置形成隱藏陷阱，曾經導致行人及自行車，摩托車絆倒發生多宗意外需送院求醫。

5）坪源路緊貼民居，當重型車輛駛經損毀路面產生沙塵滿天，振耳欲聾噪音，恍如地動山搖，路旁多個住戶因此情況多年來都是緊閉窗戶望希將影響減到最低！

6）（保護生態環境）嘉華混凝土有限公司生產混凝土過程，產生的污水處理方面極為差劣，每當雨天污水池曾多次排出污水，居民多次向該公司投訴，但投訴接受，污水依舊洩漏。
混凝土污水釋出有毒物質甚為嚴重影響周邊村落農戶自然生態，過往多次因洩漏污水導致溪澗魚池魚隻大量死亡，可想而知當混凝土污水經過之處所有生物盡皆亡也！
眾所週知生產混凝土過程會對民生及自然環境產生負面影響。
嘉華混凝土有限公司作為從事混凝土生產商，理應竭盡所能保護環境，可恨是從沒有半分努力為之，反之更是破壞環境的表表者也！

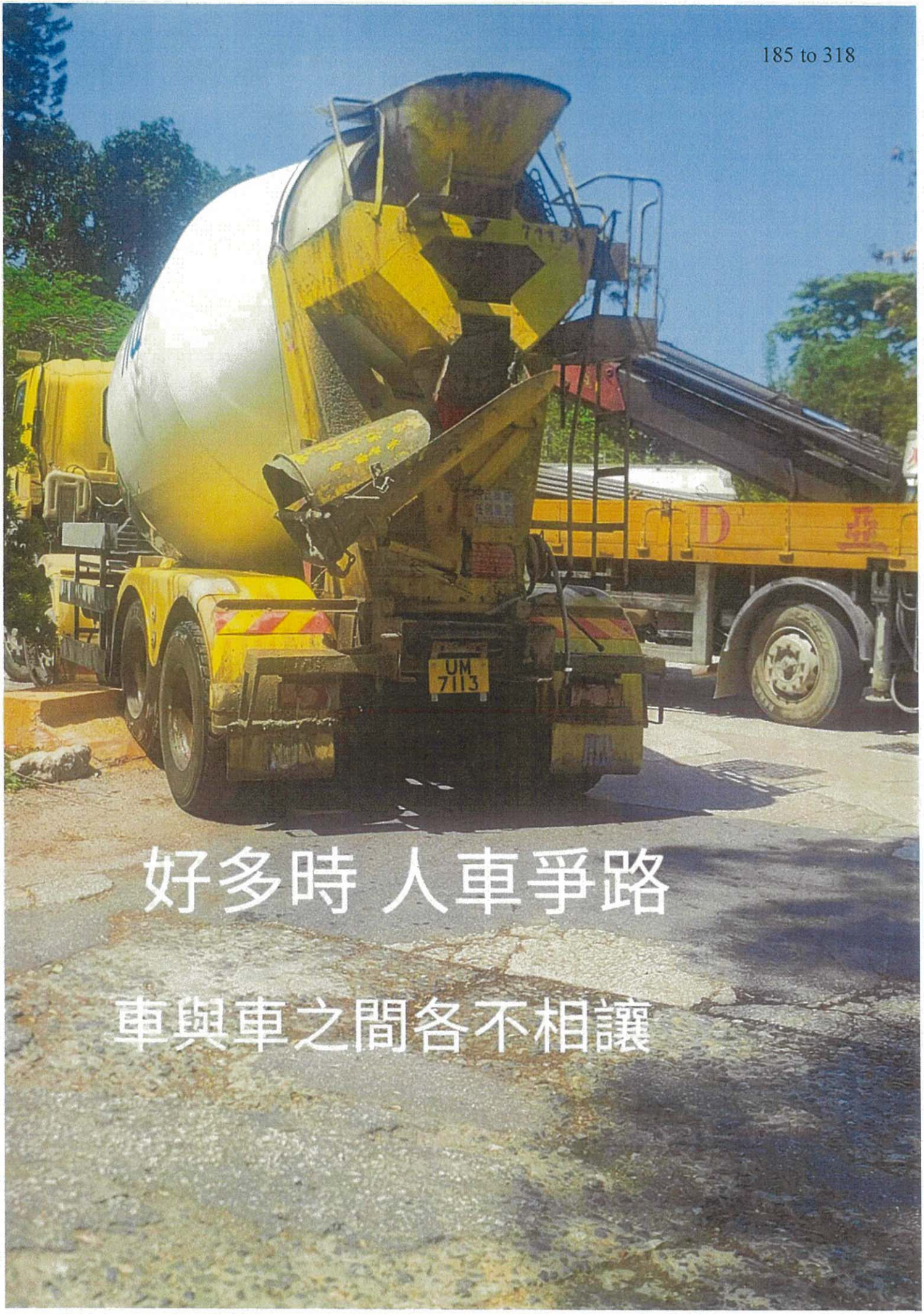
我們居民只希望，能繼續保持安逸寧靜的生活。
素仰 貴會以尊重民意為工作原則，請務必為居民捍衛正常的生活環境，懇請拒絕嘉華混凝土有限公司（臨時混凝土配料廠），否決是次規劃申請

姓名：張偉傑

二零二二年五月5日

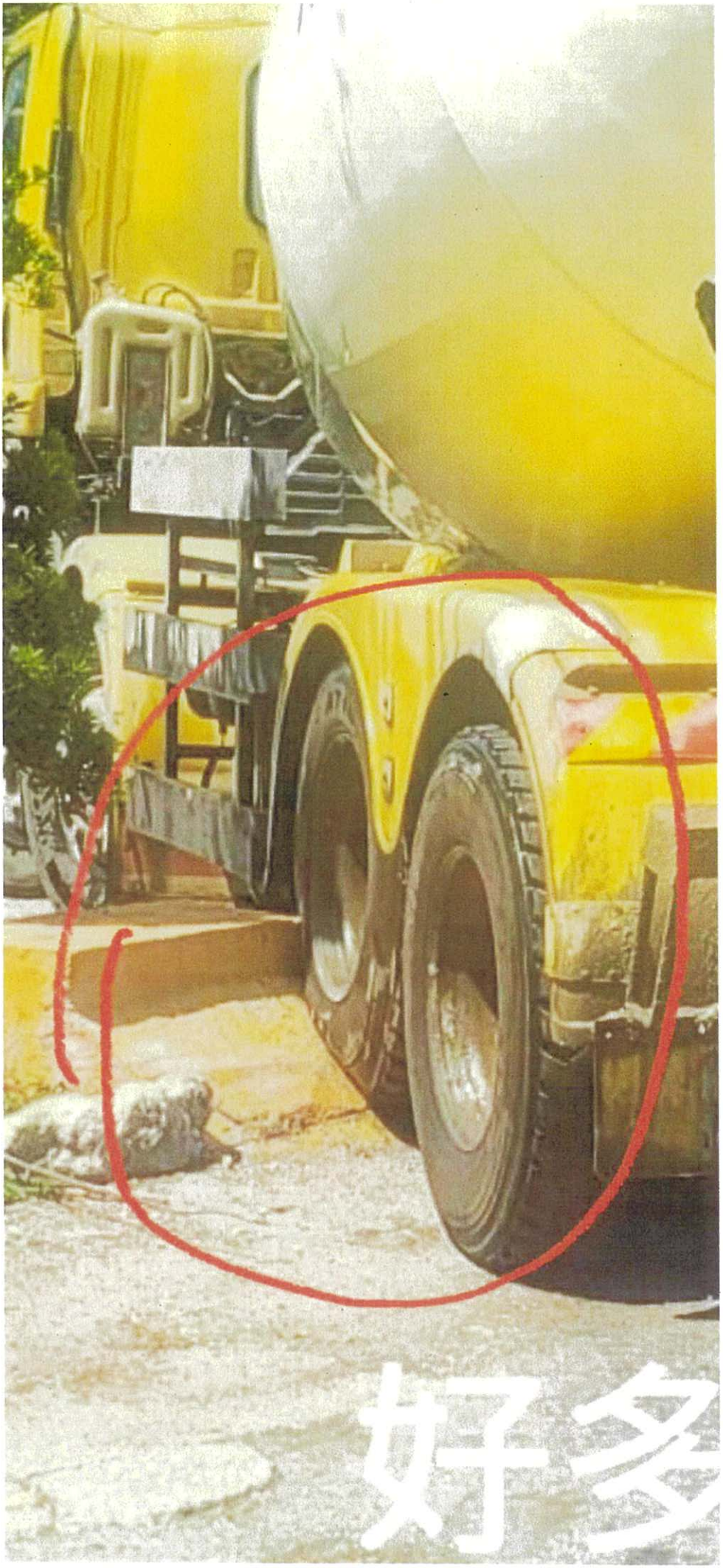
電話：[redacted]

RECEIVED
17 MAY 2022
Town Planning Board



好多時 人車爭路

車與車之間各不相讓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