

## Estimation of Vehicular Emission for the Study Area with EMFAC-HK model

The major air quality impact arisen by the Project is the contribution from biogas combustion during the operation phase, followed by open road emissions. The estimation shall focus on NO<sub>2</sub> and particulate matters namely RSP and FSP, which are the key pollutants for the vehicular emission. EMFAC-HK v4.3 model is adopted to estimate the vehicular emission rates of NO<sub>x</sub> and particulate matters, both RSP and FSP. The input parameters and model assumptions made in EMFAC-HK model are summarised as follows:

### Model Year

EMFAC-HK considers 45 years of model years for the estimation of vehicular emission. The model years start from 45 years preceding the year of interest to the year of interest as the final model year. The following table summarizes the starting and final model years of the assessment years implemented in EMFAC-HK.

Table 1 Starting and Final model years in EMFAC-HK

Scenario Year	Starting Model Year	Final Model Year
2032	1998	2032
2036	1992	2036
2041	1997	2041

### Vehicle Emission Standard Implementation Programme and Technology fraction

According to EPD's Guideline on Modelling Vehicle Emissions - Appendix III, the implementation schedules of Euro VI standards are in the middle of a year for some vehicle classes or fuel types. Since the detailed fraction data is not available after Year 2021, by EMFAC-HK default, the technology fraction of the new emission standard is assumed to be the fraction of effective time in a year (e.g. effective since 1<sup>st</sup> Oct, the technology fraction for in new emission standard will be 25%), while the same fraction of other technologies are assumed to switch to the new emission standard (e.g. originally Technology A is 50%, A will become 50% x (1 - 25%) = 37.5%). Evaporative technology fraction in the model is based on the default value.

The "2018 Licensed Vehicle by Age and Technology Group Fractions" provided in EPD's website, are adopted in this assessment. Since the provided exhaust technology fractions are only up to Year 2018 at the time of the assessment, those after Year 2018 are projected as abovementioned in accordance with EPD's Guideline on Modelling Vehicle Emissions – Appendix III "Implementation Schedule of Vehicle Emission Standards in Hong Kong (Updated as at May 2020)" and Appendix IV "EMFAC-HK Technology Group Indexes (Released in January 2021)".

### Vehicle Population

As recommended in the EPD's Guideline on Modelling Vehicle Emissions, default vehicle populations forecast in EMFAC-HK was used.

### Vehicle Accrual

The default accrual rates in EMFAC-HK are estimated from the local mileage data adjusted to reflect the total VKT for each vehicle class. The default value was used.

### Vehicle Kilometre Travel (VKT)

The "vehicle fleet" refers to all motor vehicles operating on roads within this assessment area.

The modelled fleet was broken down into 18 vehicle classes based on the information in the Transport Monthly Digest and vehicle population provided by EPD.

Vehicle-kilometer-travelled (VKT) represents the total distance travelled on a weekday. The VKT is calculated by multiplying the number of vehicles, which based on the highest predicted hourly traffic flow, and the length of road travelled in the assessment area.

### Vehicle Speed

Vehicle speed on each road link at each hour was provided by the traffic consultant. All the vehicle classes on the same road link were assumed to have the same travelling speed, except medium goods vehicles, heavy goods vehicles, buses and public light buses.

In accordance with the Road Traffic Ordinance, for any road with design speed limit of 70 kph or above, the speed limit for medium goods vehicles, heavy goods vehicles, buses and buses would be limited to not more than 70 kph. Thus, the speeds of medium goods vehicles, heavy goods vehicles and buses from the flow speed or 70 kph, whichever is lower, were adopted. For the public light buses, the speed limit should be limited to post speed of the carriageway or 80 kph, whichever is lower, were adopted.

### Temperature and Humidity Profile

The lowest temperature and relative humidity in Year 2020, extracted from the meteorological data of Year 2020 provided by HKO at Lau Fau Shan Station, are adopted for the model input. The lowest temperature is 7°C and relative humidity is 16%.

### Start Emissions

Start emissions of vehicle in the assessment is stipulated by the broad-brush approach. Start emissions are distributed to local roads and rural roads within the study area. The number of trips is calculated by the following formula:

$$\begin{aligned} \text{Number of Trips for local and rural roads within study area} \\ &= \frac{\text{VKT (local \& rural roads in study area)}}{\text{Trips (local \& rural roads within HK)}} \\ &\times \frac{\text{VKT within HK} \times \text{portion of local and rural roads}}{\text{VKT within HK} \times \text{portion of local and rural roads}} \end{aligned}$$

Trips and VKT within Hong Kong are extracted from the default values from EMFAC-HK for the respective modelling year. The proportion of local and rural roads to other roads within Hong Kong is obtained from Annual Traffic Census 2020 prepared by Transport Department. All trips are assumed to be coming from local and rural roads.

The highest NO<sub>x</sub>, RSP and FSP start emission factor for each vehicle class among different soak time is taken as a conservative approach.

### Estimation of Composite Vehicular Emission Factor

Referring to the EPD's Guideline on Modelling Vehicle Emissions, "EMFAC mode" generates emission factors in terms of grams of pollutant emitted per vehicle activity. It was applied for this Project, since it can provide hourly vehicular emissions, taking into account of ambient conditions and speeds combined with vehicle activity.

Hourly composite emission factors for each road is calculated by multiplying the relevant emission factor for each vehicle type to the flow fraction of the respective vehicle type. The calculated hourly composite emission factors of 18 vehicle classes for each road type were adopted in the subsequent air dispersion modelling.

Only running exhaust will be considered for roads with a category higher than local roads since no cold start is expected for those road sections. Both running and starting emissions will be considered for local and rural roads.

**Vehicular Emission burden**

Vehicular emission burdens for NO<sub>x</sub> and RSP were calculated based on the traffic forecast and composite emission factors. The results are summarized as below:

*Table 2 Vehicular Emission Burden of Open Road Source*

<b>Year</b>	<b>NO<sub>x</sub> (kg/day)</b>	<b>RSP (kg/day)</b>
2032	0.74	0.01
2036	0.66	0.02
2041	1.64	0.04

According to the results, Year 2041 is selected as the assessment year because of the highest emission burden in NO<sub>x</sub> and RSP.

Proportion of local & rural roads to other roads

Region	Road Network	Average Daily Vehicle-Kilometre
		Year 2020
Hong Kong Island	Major	4,691,050
	Minor	1,032,862
	Sub-total	5,723,912
Kowloon	Major	7,744,913
	Minor	990,825
	Sub-total	8,735,737
New Territories	Major	19,379,692
	Minor	2,670,039
	Sub-total	22,049,731

Minor Road Sub-total	4,693,726
All Roads Total	36,509,380
Minor Road Percentage	12.86%

Remarks:

Reference from Section 3.4, The Annual Traffic Census 2020, Transport Department

**Adjusted Number of Trips per VKT**

Year: **2041**

Trips-per-Day by Vehicle/Fuel	Petrol	Diesel	LPG
01 - Private Cars (PC)	1180136	17169	0
02 - Taxi	0	0	73209
03 - Light Goods Vehicles<=2.5t	84	2464	0
04 - Lt Goods Vehicles 2.5-3.5t	5602	238367	0
05 - Light Goods Vehicles>3.5t	0	87607	0
06 - Medium Goods Vehicles<=15t	0	56364	0
07 - Medium Goods Vehicles15-24t	0	110803	0
08 - Public Light Buses	0	17180	112
09 - Private Light Bus <=3.5t	44	1393	0
10 - Private Light Bus >3.5t	2	10961	250
11 - Non-franchised Bus<=6.4t	0	10186	0
12 - Non-franchised Bus 6.4-15t	0	7067	0
13 - Non-franchised Bus 15-24t	0	15513	0
14 - Franchised Bus (SD)	0	2934	0
15 - Franchised Bus (DD)	0	62351	0
16 - Motorcycles (MC)	486573	0	0
17 - Heavy Goods Vehicles>24t	0	28947	0
18 - Non-franchised Bus >24t	0	8	0
19 - <Placeholder (P3)>	0	0	0
20 - <Placeholder (P4)>	0	0	0
21 - <Placeholder (P5)>	0	0	0

Extracted from EMFAC 4.3

VKT by Vehicle/Fuel	Petrol	Diesel	LPG
01 - Private Cars (PC)	22365240	318901	0
02 - Taxi	7	0	7866196
03 - Light Goods Vehicles<=2.5t	1370	41202	0
04 - Lt Goods Vehicles 2.5-3.5t	91793	4017853	0
05 - Light Goods Vehicles>3.5t	0	2130205	0
06 - Medium Goods Vehicles<=15t	0	1207500	0
07 - Medium Goods Vehicles15-24t	0	2380663	0
08 - Public Light Buses	0	1035508	6773
09 - Private Light Bus <=3.5t	767	45671	0
10 - Private Light Bus >3.5t	30	303951	3860
11 - Non-franchised Bus<=6.4t	0	313189	0
12 - Non-franchised Bus 6.4-15t	0	212201	0
13 - Non-franchised Bus 15-24t	0	464490	0
14 - Franchised Bus (SD)	0	49209	0
15 - Franchised Bus (DD)	0	1303434	0
16 - Motorcycles (MC)	1324082	0	0
17 - Heavy Goods Vehicles>24t	0	621831	0
18 - Non-franchised Bus >24t	0	240	0
19 - <Placeholder (P3)>	0	0	0
20 - <Placeholder (P4)>	0	0	0
21 - <Placeholder (P5)>	0	0	0

Extracted from EMFAC 4.3

Trips per VKT (Overall)
0.41055
0.07239
0.46553
0.46176
0.31989
0.36308
0.36203
0.12905
0.24060
0.28332
0.25298
0.25903
0.25978
0.46372
0.37208
2.85838
0.36209
0.25962
0.00000
0.00000
0.00000

## Road Classification by Start Emission - YLSEPP

Year 2041

Link No.	Road Type	With Start Emission
		(Yes/No)
1	DD	N
2	DD	N
3	DD	N
4	DD	N
5	LD	Y
6	LD	Y
7	LD	Y
8	LD	Y
9	LD	Y













### Appendix 3.6 Calculation of Vehicular Emission Source

YLSEPP 2041  
Summary of Composite Vehicular Emission Factors for CALINE4 Model

Open Road 24 hour NO2 Emission Factor (g/mile-veh) and Traffic Profile

No. of CALINE 4 Model Links	Link Type [1]	X-Start	Y-Start	X-End	Y-End	Height	Width	Length	Hour 01		Hour 02		Hour 03		Hour 04		Hour 05		Hour 06		Hour 07		Hour 08		Hour 09		Hour 10		Hour 11		Hour 12		Hour 13		Hour 14		Hour 15		Hour 16		Hour 17		Hour 18		Hour 19		Hour 20		Hour 21		Hour 22		Hour 23		Hour 24	
									Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf	Flow	Emf
									1001	1	819961.7	830883.2	820129.2	831173.0	0.0	13.3	334.8	5	0.279	4	0.281	3	0.284	2	0.286	2	0.275	3	0.291	8	0.294	18	0.307	18	0.282	16	0.303	15	0.314	14	0.302	10	0.339	10	0.333	10	0.335	10	0.325	12	0.335	14	0.339	14	0.314	12

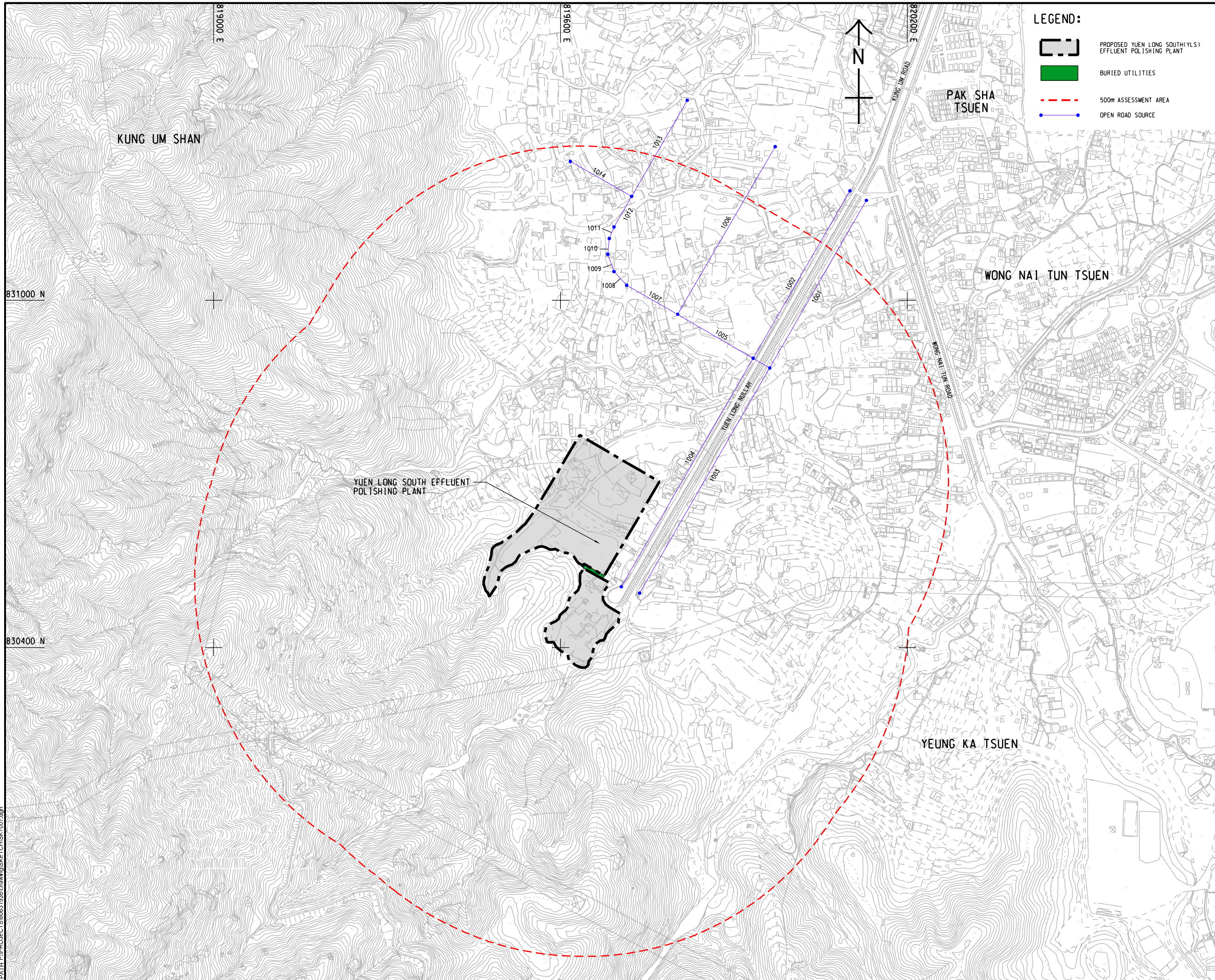
[1] Link Type No. 1-Atgrade, 2-Depressed, 3-FK, 4-Bridge









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

Plot File by: YeeFB  
 PATH: P:\PROJECTS\60631936\Drawing\SKETCH\SK7007.dgn  
 31/02/2021



**LEGEND:**

-  PROPOSED YUEN LONG SOUTH (YLS) EFFLUENT POLISHING PLANT
-  BURIED UTILITIES
-  500M ASSESSMENT AREA
-  OPEN ROAD SOURCE

**AECOM**

**PROJECT**  
 HUNG SHUI KIU  
 EFFLUENT POLISHING  
 PLANT AND  
 YUEN LONG SOUTH  
 EFFLUENT POLISHING  
 PLANT - INVESTIGATION

**CLIENT**  
 渠務署  
 Drainage Services Department

**CONSULTANT**  
 AECOM Asia Company Ltd.  
 www.aecom.com

**SUB-CONSULTANTS**

**ISSUE/REVISION**

I/R	DATE	DESCRIPTION	CHK.

**STATUS**

**SCALE**  
 A1 1 : 3000

**DIMENSION UNIT**  
 METRES

**KEY PLAN**

**PROJECT NO.**  
 60631936

**CONTRACT NO.**  
 CE 6/2019 (DS)

**SHEET TITLE**  
 LOCATION OF  
 OPEN ROAD EMISSION  
 (YEAR 2041)

**SHEET NUMBER**  
 60631936/SK7007

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